

Sixteenth Annual Report

OF THE

Railroad Commission

OF THE

State of Florida

FOR THE YEAR ENDING FEB. 28, 1913



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Tallahassee, Fla.

1913

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BOOK No. ....

## COMMISSIONERS.

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GEO. G. MCWHORTER, <i>Chairman</i> , Commissioner;	}	Aug. 17,
E. J. VANN, Commissioner;		1887, to
WILLIAM HIMES, Commissioner;		June 13,
JOHN G. WARD, <i>Secretary</i> .		1891.

(Commission was abolished by Act of Legislature, 1891;  
was re-created by Act of Legislature, 1897.)

R. H. M. DAVIDSON, <i>Chairman</i> , Commissioner;	}	July 1,
HENRY E. DAY, Commissioner;		1897, to
JOHN M. BRYAN, Commissioner;		Jan. 3,
J. L. NEELEY, JR., <i>Secretary</i> .		1899.

HENRY E. DAY, <i>Chairman</i> , Commissioner;	}	Jan. 3,
JOHN M. BRYAN, Commissioner;		1899, to
JOHN L. MORGAN, Commissioner;		Jan. 8,
JOHN L. NEELEY, <i>Secretary</i> .		1901.

HENRY E. DAY, <i>Chairman</i> , Commissioner;	}	
(Henry E. Day resigned October 1, 1902, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chair-		Jan. 8,
man for the rest of the term.)		1901, to
JOHN M. BRYAN, Commissioner;		Jan. 6,
JOHN L. MORGAN, Commissioner;		1903.
JOHN L. NEELEY, <i>Secretary</i> .		

(John L. Neeley resigned October 1, 1901, and  
Royal C. Dunn was elected as his successor.)

JEFFERSON B. BROWNE, <i>Chairman</i> , Commissioner;	}	Jan. 6,
R. HUDSON BURR, Commissioner;		1903, to
JOHN L. MORGAN, Commissioner;		Jan. 3,
ROYAL C. DUNN, <i>Secretary</i> .		1905.

JEFFERSON B. BROWNE, <i>Chairman</i> , Commissioner;	}	Jan. 3,
R. HUDSON BURR, Commissioner;		1905, to
JOHN L. MORGAN, Commissioner;		Jan. 8,
ROYAL C. DUNN, <i>Secretary</i> .		1907.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	}	Jan. 2,
JOHN L. MORGAN, Commissioner;		1907, to
NEWTON A. BLITCH, Commissioner;		Jan. 4,
ROYAL C. DUNN, <i>Secretary</i> .		1909.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	}	Jan. 4,
NEWTON A. BLITCH, Commissioner;		1909, to
ROYAL C. DUNN, Commissioner;		Jan. 3,
S. E. COBB, <i>Secretary</i> .		1911.
(S. E. Cobb resigned September 5, 1909, and J. Will Yon was elected as his successor.)		

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	}	Jan. 3,
NEWTON A. BLITCH, Commissioner;		1911, to
ROYAL C. DUNN, Commissioner;		Jan. 7,
J. WILL YON, <i>Secretary</i> .		1913,

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	}	Jan. 7,
NEWTON A. BLITCH, Commissioner;		1913, to
ROYAL C. DUNN, Commissioner;		
J. WILL YON, <i>Secretary</i> .		

# Report of RAILROAD COMMISSION State of Florida.

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Tallahassee, Fla., March 1, 1913.

To His Excellency, Park Trammell,  
Governor of Florida.

SIR:—In obedience to the law, the Railroad Commissioners have the honor to submit to you their Annual Report for the period beginning March 1, 1912, and ending February 28, 1913, the same being their Sixteenth Annual Report.

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## PHYSICAL CONDITION OF RAILROADS.

In our Fifteenth Annual Report, on page 5, we referred to certain orders entered against the Tavares & Gulf Railroad Company and the Atlanta & St. Andrews Bay Railway Company, requiring them to put their lines of railway in better physical condition. During the last year our inspecting engineer reports a splendid improvement in both of these lines. He reports that a more extensive improvement is contemplated by the last named company; that this company has arranged to relay its line with heavier rail.

Our engineer reports upon his last two trips of inspection over the Live Oak, Perry & Gulf Railroad that this line is in very bad physical condition. He states that he is advised that this road is preparing to rebuild its line entirely, that it will be improved beyond its present log road state. We now have up informally with the officials of this line the matter of its poor physical con-

dition, and if vast improvement is not begun on this line at an early date, such formal action will be taken as is necessary to effect an improvement.

For a more detailed report on the physical condition of the various lines of railroad in the State, attention is called to report of Inspecting Engineer, Frank L. Damon, found elsewhere in this Report.

### LITIGATION.

The status of all matters in litigation in which the Commissioners are interested will be found in the report of Special Counsel to the Commissioners which will be found elsewhere in this report.

Under this head we wish to say that for some time it has seemed to be the policy of the Seaboard Air Line Railway and the Florida East Coast Railway Company to contest in the Courts practically every order of the Commission, which affects their respective lines.

### STATE EXPRESS RATES.

The Commissioners issued an order effective October 25th, 1912, with regard to the movement of fruits and vegetables by express, that will be of considerable benefit to shippers and receivers of these commodities in this State.

The rule as previously in effect, the rate on a shipment moving over two or more lines of railway by express, was made by adding the local rates of the two or more lines and deducting ten per cent. Under the new rule the rate on a shipment moving over two lines of road is the sum of the locals on each line, less 20 per cent, and on a shipment moving over three lines of road, or more, the rate is the sum of the locals of each line less 30 per cent. Below is given an illustration of the result of the application of the new tariff.

A shipment from Wachula to Marianna would pass over three roads, and the rate on oranges between these points as previously in effect was 85 cents per box, on vegetables 72 cents per crate. The new rate on oranges is 66½ cents per box, a reduction of 19 cents, and the new rate on vegetables, 56 cents per crate, a reduction of 16 cents.

A shipment from Winter Haven to Tallahassee would pass over two roads; the rate between said points on oranges as previously in effect was 63 cents per box, and on vegetables 49½ cents per crate; the new rate on oranges is 56 cents, a reduction of 7 cents per box, and the new rate on vegetables 44 cents per crate, a reduction of 5½ cents.

From the above it will be seen that the new method of constructing these rates will bring about a considerable reduction for West and Middle Florida points, which points cannot be reached from South Florida except by the use of two or more lines of railroad. It will also be of great value to the growers of South Florida, for the reason that it will afford them a much larger local market at lower rates. In addition to the change in rates the scope of the tariff has been broadened by the addition to the classification of Persimmons, Sapodillas, Mangoes, Alligator Pears, and Apples.

#### INTERSTATE EXPRESS RATES.

On page 7 of our Fifteenth Annual Report we referred to our petition submitted to the Interstate Commerce Commission asking for a reduction of express rates on fruits and vegetables from Florida points to markets south of the Ohio and Potomac Rivers. We stated that the Interstate Commerce Commission had reopened and assigned the case for further inquiry. The said case came on for this further hearing early last year, at which hearing counsel for the Commission and Commissioner Dunn appeared to represent our cause.

The Commissioners are unable to state the cause of the delay; but we assume that the Interstate Commerce Commission has withheld action in the matter awaiting the conclusion of its general investigation of express rates for the entire country, which is now in progress.

The Commissioners have done everything in their power in the prosecution of this matter, and it is wholly within the hands of the Interstate Commerce Commission. We fully expected an opinion a year ago.

#### FREIGHT CLASSIFICATION.

No amendments to the Classification have been made

during the last year. However, the Commissioners are now getting the data together for a re-print of the entire classification. This classification will be up to date and a very complete and comprehensive one.

#### SOUTHERN CLASSIFICATION. NO. 39.

On May 1st, 1912, the Southern Classification Committee, acting for Southern and Southeastern Railroads issued Southern Classification No. 39, effective June 17, 1912, to supercede Classification No. 38, which had been in force since August 1st, 1910. A hasty review of Classification No. 39 indicated that it contained a great many increases in classification and car load minima over No. 38, and in order to resist the putting into effect of these increases a conference of the Railroad Commissions and Trade Bodies of the South was called to meet in the office of the Georgia Railroad Commission in Atlanta on June 3rd, 1912. The Florida Commissioners, realizing the burden that these increases would place upon the shippers of Florida and the South, responded promptly to the call, and entered heartily into the formulation of a vigorous protest to the Interstate Commerce Commission. At this conference the following State Railroad Commissions were represented: Georgia, by the full Commission, Florida, by Hon. R. Hudson Burr, Chairman, North Carolina, by Hon. Franklin McNeill, Chairman, South Carolina, by Hon. J. P. Derby, Secretary, and Virginia, by the Hon. T. G. Strahan, Clerk. The various Trade Bodies were represented as follows: Atlanta Freight Bureau, Mr. H. T. Moore, Traffic Manager, Memphis Freight Bureau, Mr. J. S. Davant, Traffic Manager, Birmingham Freight Bureau, Mr. J. T. Slatter, Traffic Manager, Macon Chamber of Commerce, Mr. B. Gillham, Traffic Manager, Columbus, Ga., Board of Trade, Mr. Chas. B. Woodruff, Sec'y., Jacksonville Board of Trade, Mr. Jas. T. Phillips, Traffic Agent, Georgia-Florida Saw Mill Association, Mr. Chas. A. Bland, Traffic Manager, Gainesville, Fla., Board of Trade, Mr. W. B. Taylor, President, Georgia Travelers Association, Mr. H. D. Shackelford, Virginia Carolina Chemical Co., Mr. H. W. B. Glover, Manager, Charlotte, N. C., Freight Bureau, Mr. W. S. Creighton, Traffic Manager, and the Richmond

Chamber of Commerce, by Mr. C. S. Goodman, Traffic Manager.

It was decided by the conference that a Steering Committee should be appointed to present the matter to the Interstate Commerce Commission, and on motion the following gentlemen were named to serve on that committee. Commissioners Candler, of Georgia, Burr, of Florida, and Prentiss, of Virginia, and Mr. Davant, of Memphis, and Mr. Slatter, of Birmingham. This committee named a sub-committee to at once take up the matter of making an analysis of the changes in Southern Classification No. 39. Mr. J. T. Slatter, of the Birmingham Chamber of Commerce being made Chairman. Mr. Slatter immediately began work in his office at Birmingham, being assisted by Mr. J. P. Webster, Rate Expert of the Georgia Commission, Mr. J. H. Tench, Rate Clerk of the Florida Commission, Mr. E. S. Goodman, Traffic Manager of the Richmond Chamber of Commerce, Mr. A. G. T. Moore, of the New Orleans Board of Trade, Mr. W. S. Creighton, of the Shippers & Manufacturers Association, of Charlotte, N. C., and Mr. E. B. Caldwell, of the Atlanta Freight Bureau.

A complete analysis of the changes in Classification No. 39 was made, showing the changes in detail, and the effect they would have on the shipping interests of the Southern States.

The question was then submitted to the Interstate Commerce Commission with the request that the Southern Classification be suspended for 120 days in order that complainants might have time in which to complete their case. The Interstate Commerce Commission did not take official action, but prevailed upon the carriers to suspend the Classification until August 1st, 1912.

By appointment, Chairmen Burr and Candler met in conference with the Interstate Commerce Commission at Washington on July 18th, at which time it was decided that the analysis being made by the sub-committee should be distributed among interested shippers, and individual protests invited, this action being taken by the committee, and not by suggestion from the Interstate Commerce Commission. The result of this meeting was that Classification No. 39 was again suspended until September 1st, 1912.



On August 24th, Chairman Burr, with other members of the steering committee placed the analysis of Classification No. 39 before the Suspension Board of the Interstate Commerce Commission in Washington. At this meeting the entire Southern Classification Committee, composed of traffic experts from a majority of the Southern roads, was present, and each increase in classification or minimum weight was called to their attention item by item, a procedure that required three days' time.

While this protest on the part of the Southern Railroad Commissions and Trade Bodies did not reach the stage of a formal hearing before the Interstate Commerce Commission, that body took informal action which resulted in the withdrawal of a great many of the increases, and practically all of the rules that were objected to, with the result that thousands of dollars annually will be saved to the shipping interests of Florida and the South.

The expenses of making this protest were met largely by voluntary contributions from the various Trade Bodies interested, the Commissions furnishing the services of their Rate Clerks in furtherance of the work.

The expenses were heavy, but in the opinion of this Commission they have been fully justified by the results achieved.

### HEARINGS AND INVESTIGATIONS.

As we have previously stated, a greater number of cases and complaints brought before the Commissioners are settled by informal handling, and thus, in most cases, avoiding hearings in their adjustment. However, when the Commissioners have failed to effect a satisfactory settlement of complaints by such informal handling, formal hearings are had, at which times the representatives of the complainants and the transportation companies are given opportunity to be heard.

In addition to such matters as have been settled by informal handling and by hearings held at the office in Tallahassee during the year, the Commissioners have held meetings at the following places:

Cottondale, March 11th, hearing and investigation in the matter of union passenger depot; present Commissioners Blitch and Dunn.

Lake City, March 28th, hearing and investigation in the matter of union passenger depot facilities; present Commissioners Burr, Blitch and Dunn.

Lake Butler, March 29th, hearing and investigation in the matter of union passenger depot facilities; present Commissioners Burr, Blitch and Dunn.

Lake Butler, June 10th, union passenger depot facilities; present Commissioners Burr and Dunn.

Hawthorne, June 12th, hearing and investigation in the matter of union passenger depot; present Commissioners Burr and Dunn.

Eustis, July 8th, informal investigation as to depot facilities; present, Commissioners Blitch and Dunn.

St. Cloud, July 9th, informal investigation as to service on Kissimmee-Narcoossee branch A. C. L. Railroad; present Commissioners Blitch and Dunn.

Bartow, August 21st, hearing and investigation in the matter of union passenger depot; present Commissioners Burr, Blitch and Dunn.

Chicora, September 10th, location of depot; present Commissioners Blitch and Dunn.

St. Catherine, October 9th, investigation as to depot facilities and conveniences; present Commissioners Blitch and Dunn.

Snubham, November 1st, investigation as to location of depot; present Commissioners Blitch and Dunn.

Cocon, November 2nd, hearing and investigation as to depot facilities; present Commissioners Blitch and Dunn.

Panama Park, November 12th, investigation as to depot facilities and location of same; present Commissioners Blitch and Dunn.

Morganton, December 11th, investigation as to reasonableness of establishing station; present Commissioner Blitch.

Jacksonville, December 19th, conference with Jacksonville Board of Trade and lumber dealers in the matter of car shortage; Secretary Yon representing Commission.

Smith's Mill, December 30th, investigation to determine the reasonableness of establishing station; present Commissioner Dunn.

Jacksonville, January 21st, further hearing in the matter of union passenger depot ordered at Bartow; also

further hearing in the matter of additional depot facilities at Cocoa, and an informal investigation as to reasonableness of establishing a station at New Springfield; present Commissioners Burr, Blitch and Dunn.

Peters, January 23rd, hearing and investigation as to depot and side track facilities; present Commissioners Burr, Blitch and Dunn.

On January 30th Commissioner Blitch made an investigation as to condition of passenger coaches and service on Ocala-Homossassa branch of A. C. L. Railroad.

McIntosh, February 18th, hearing and investigation as to depot facilities; present Commissioners Burr, Blitch and Dunn.

Jacksonville, February 19th, conference with transportation companies and shippers with reference to publishing bulletins of daily movements of fruits and vegetables from Florida points; present Commissioners Burr, Blitch and Dunn.

#### DEPOTS AND AGENCIES.

Depots have been ordered built by the Commissioners during the year, as follows, all of which orders have been complied with except as hereinafter noted, namely:

Order No. 355—Union Passenger depot at Cottondale.

Order No. 356—Improvements to depot at Manatee and approaches thereto.

Order No. 361—Enlargement and improvement of Passenger depot at DeFuniak Springs. This is the second order entered against the Louisville & Nashville Railroad Company in this matter. In May, 1911, we entered an order against this company requiring it to make certain improvements and enlargements to its passenger depot at DeFuniak Springs. This first order was resisted and was passed upon by the Supreme Court. On account of certain provisions in the opinion of the Court with reference to system of lighting depot as ordered, this second order was entered. We are advised that the Louisville & Nashville Railroad Company has made the improvements and enlargements to the depot as ordered, but has not built and provided sheds, and otherwise has not fully complied with this Order. It is our purpose to take

formal action against the railroad company account of its failure to fully comply with our order.

Order No. 362—Union Passenger depot at Lake Butler.

Order No. 363—Union Passenger depot at Hawthorne.

Order No. 364—Combination depot at St. Marks.

Order No. 365—Location and erection of Freight and Passenger depot at Victoria.

Order No. 366—Depot at Eustis.

Order No. 368—Freight and Passenger depot at Fountain.

Order No. 369—Union Passenger depot at Bartow.

Order No. 382—Passenger depot at Cocoa.

Order No. 388—Extending the time for the completion of the Union Passenger depot ordered at Bartow.

Order No. 389—Station and additional side track facilities at Peters.

The time ordered for the completion of the Union Passenger station at Bartow under Orders No. 369 and No. 388 has not expired. The same is true of the facilities ordered at Cocoa and Peters under Orders No. 382 and No. 389, respectively.

Mention is made of some of the improvements and other matters which have been accomplished without formal orders, as follows:

Establishment of station at Smith's Mill.

Adjustment of complaint from Sanford on account of Southern Express Company hauling perishable shipments in freight cars.

Arrangement for construction of new depot at Panama Park.

Adjustment of rates on lumber from Velda to Pensacola and to Floralá, Alabama.

Agreement of railroad company to improve depot and side track facilities at Orange City.

Agreement of Louisville & Nashville Railroad Company to build depot at Harold.

Improvement of facilities at Wabasso.

Facilities provided at Bradley Junction.

Passenger service established on and passenger rates named for Madison Southern Railroad.

Adjustment of rate on shingles from Lakewood.

It had been the practice of the Standard & Hernando road to make the shipper pay the per diem charge for cars. This practice has been discontinued.

The Ocala Northern Railroad has agreed to build a depot at Orange Springs.

The Charlotte Harbor & Northern Railway has agreed to build a depot at Murdock.

Removal of discrimination in minimum car load shipments of phosphate to Jacksonville as compared to Fernandina.

Station established and shed built at Waverley.

Adjustment of complaint from Tampa relative to express delivery.

Agency established at Youngstown.

Reduction of rate on coal from Birmingham mines to Lake City.

Monroe made a flag station stop for passenger Train No. 89.

Express agency established at Lane Park.

Station established at 37 mile post, Early Bird Division of Seaboard Air Line Railway.

Improvement of depot facilities at Oakland.

Depot facilities provided at Jacob.

The Atlantic Coast Line Railroad Company had established a rule limiting the number of cattle to be loaded in a car. This rule has been discontinued, which results in a saving to the shipper.

Express delivery limits extended in Miami.

Improvement in approaches to depot at DeLeon Springs.

Express delivery service established at Plant City.

Re-establishment of better train service for Fort Pierce and other stations in the vicinity.

Agreement of Ocala Northern Railroad to built depot at Kenwood.

Improvement of depot facilities at Aucilla.

In addition to the above matters the Commissioners have collected a large number of overcharge claims for shippers in and out of the State.

#### AMENDMENTS OF RULES.

The only Rule amended during the year was Rule 19

of the Rules Governing the Transportation of Freight. (See the amended rule as now effective elsewhere in the report.)

Rule 19, governs joint rates on shipments moving over two or more lines of railroad, and before amendment provided that joint rates should be the locals of each road over which the shipment passed, less 10% for the distance hauled over each road, on all classes of freight except L, N, O, and P.

Amended Rule 19 provides that on shipments passing over two roads the joint rate shall be the locals of each road, less 10% on all classes of freight, and on shipments moving over three or more roads the joint rate shall be the locals of each road less 20% on all classes of freight.

Rule 19 as amended is being enforced by all railroads in the State except the Seaboard Air Line and the Florida East Coast Railways, which roads are resisting its enforcement and have taken the matter to the Courts for settlement.

#### NEW RAILROADS GIVEN RATES.

Order No. 360, dated June 3rd, 1912, prescribes rates for the Florida, Alabama & Gulf Railroad Company.

Order No. 378, dated October 25th, 1912, prescribes rates for the Gulf, Florida and Alabama Railway Company.

(See rates prescribed as reported elsewhere in this report.)

#### EXAMINATION OF BOOKS AND ACCOUNTS OF COMMON CARRIERS.

In this connection the Commissioners have given a very comprehensive statement on pages 16 and 17 of their Fifteenth Annual Report.

To be used in the audits of the books and accounts of railroad companies and express companies and other common carriers the Legislature of 1911 appropriated \$25,000. This appropriation has practically been exhausted in audits of the Southern Express Company and the Seaboard Air Line Railway. A very small portion of it was used in bringing the audit of the Louisville & Nashville Railroad Company up to date. Also a part of it

has been used in an audit of the Atlantic Coast Line Railroad Company, which audit is now in process of completion, and will possibly, by the time this report is received from the printer, be completed. To finish the audit of the Atlantic Coast Line and other carriers we estimate that an additional appropriation is necessary.

The audits of these carriers are not merely of temporary benefit, but are an asset to the State in future years.

#### AMENDMENT TO RAILROAD COMMISSION LAW.

In this connection we deem it advisable to quote from our Fifteenth Annual Report, pages 18 and 19, as follows:

"The Commissioners quote from their 12th Annual Report of March 1st, 1909, as follows:

"The Railroad Commission Law needs amendment in some particulars. The lack of power in the Commissioners to prescribe joint rates for rail and water carriers enables the railroads to deprive those living on or near water courses of the benefits they are entitled to by reason of their natural advantages, and give rise to frequent complaints.

Penalties imposed by the Commissioners ought to be liens on the property of the carrier until they are paid or until they are determined in favor of the carrier. Such a provision in the present law would probably have saved to the State many penalties assessed against the Seaboard Air Line Railway which are now jeopardized by that road having passed into the hands of receivers.

In nearly every proceeding the railroad companies deny the power of the Commission to act in the particular case, and although the Supreme Court has decided that they have large powers under the general terms of the law, some litigation might be avoided by having the powers in some instances made more specific. All technicalities about the forms of the orders and in proceedings to enforce them ought to be abolished, as they serve only to defeat the intention of the law and serve no good purpose."

Following up this recommendation the Railroad Commissioners had prepared a Bill at the session of 1909, which was introduced in both Houses, amending such sections of the present law as had been found from ex-

perience to need amending. This Bill passed the House of Representatives with only four votes against, but owing to a deadlock which existed in the Senate for the latter weeks of the session the Bill never could be reached on the calendar, and every effort to bring it up out of order was defeated by those opposed to its passage.

This Bill, with possibly a few changes in it, will be presented to the Legislature again at its session of 1911."

The bill referred to was prepared and introduced in both Houses of the Legislature in 1911. It passed the Senate as introduced practically unanimously, but was defeated in the House. Its defeat in the House is no doubt attributed principally to lobbying in the Legislature of certain parties and individuals.

It is hoped the electorate of the State will realize the importance of strengthening the Railroad Commission Law thereby electing legislators who favor giving the Commission more effective power in the regulation of common carriers."

This Bill will again be presented to the session of the Legislature of 1913, and responsibility for its passage left with its members.

#### FINES IMPOSED DURING THE YEAR.

By Order No. 375 the Commissioners imposed a fine of \$250.00 against the Louisville & Nashville Railroad Company for failure to fully comply with their Order No. 361, in that the depot facilities directed to be constructed under said order were not completed at the expiration of the time allowed in said order. The Company has not yet paid this fine and if necessary legal steps will be instituted against the Company to enforce the payment of the fine.

By Order No. 386 a fine of \$50.00 was imposed on the Live Oak Perry & Gulf Railroad Company for violation of Chapter 5895 of the Acts of the Legislature of 1909 with reference to the issuance of free transportation. In this case the Company did not deny that it had issued a free pass to one E. A. Hodge. This fine has not yet been paid and if necessary legal steps will be taken to enforce its payment.

We made mention in our last report of fine of \$100.00 imposed upon the Atlanta & St. Andrews Bay Railway



Company, for failure to file its annual report with the Commission in accordance with our rules. We stated that suit had been instituted against this company to compel it to pay said fine. This suit has been pushed to successful conclusion and judgment secured. However, the fine has not yet been paid into the Treasury, and we propose to take such further action as necessary to collect the amount of the judgment.

#### INTERSTATE FREIGHT RATES ON FRUITS AND VEGETABLES.

Acting under authority of the Railroad Commission Law in the matter of interstate rates, as referred to on pages 7 and 8 of our Fifteenth Annual Report, we petitioned the Interstate Commerce Commission for reductions in rates on fruits and vegetables from Florida producing points on the Atlantic Coast Line Railroad, and Seaboard Air Line Railway to Florida base points when for beyond. A similar case was made against the Florida East Coast Railway Company by the Florida East Coast Fruit and Vegetable Growers Association, in which case our Commissioners intervened. The Interstate Commerce Commission ordered reductions in these rates. The Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway forthwith put into effect the rates as ordered, but they were resisted in the Commerce Court by the Florida East Coast Railway Company. Since our last report the Commerce Court has dissolved the injunction restraining the operation of these reduced rates and the Florida East Coast Railway has appealed to the United States Supreme Court. Failing to get a supersedeas in the Supreme Court the rates have been made operative pending final disposition of the case there.

#### TELEPHONE COMPANIES.

On page 23 of our Fifteenth Annual Report reference was made to a case before the Commissioners of Arthur Chaires against the Southern Telephone & Construction Company of Tallahassee. The Commissioners made an order in this case requiring the company to install a telephone in the residence of the complainant without discrimination on account of alleged past differences and

without requiring the payment of alleged charges as a condition precedent to the installation of the telephone. The company refused to obey this order and mandamus proceedings were instituted in the Circuit Court of Leon County to compel obedience to the order. The Circuit Court quashed the alternative writ of mandamus and entered judgment for the company. The Commissioners then took the case to the Supreme Court, where the matter now rests.

The second formal case before us in the last year in the regulation of telephone companies has been the application of the Peninsular Telephone Company to raise its rates at Lakeland. This application asked to be allowed to raise subscribers' rates at Lakeland as follows:

For private line residence service—From \$1.50 per month to \$2.00 per month.

For private line business service—From \$2.50 per month to \$3.00 per month.

An exhaustive hearing and investigation was held by the Commissioners and the application was denied by Order No. 367, which may be found elsewhere in this report.

A third formal case before the Commissioners in the regulation of telephone companies was that in the matter of the complaint of L. S. Petteway and E. A. Roberts against the Florida Telephone Company of Brooksville. This case and its disposition is fully set out in Order No. 387 elsewhere in this report.

Application was made to the Commissioners by the Orlando Telephone Company for approval of an increase in rates as carried under new charter by the City Council of Orlando. The Commissioners declined to give their approval as requested.

The Commissioners received a communication from the Southern Bell Telephone Company stating that it had purchased the telephone exchange at Green Cove Springs and making application for approval of increase in rates. This application was denied by Order No. 358.

The only litigated case which has arisen out of the efforts of the Commission to regulate Telephone Companies has developed the fact that the Act placing telephone lines under the supervision of the Commissioners needs radical amendment in order to make it effective.

The language of the Act, empowering the Commissioners "to regulate the rates and charges and service" of telephone companies, is so very general and broad that neither the Commissioners nor the Companies can form any definite conception of the extent and limitations of the powers thus conferred.

The general Railroad Commission Law in conferring the authority to regulate common carriers goes into great detail in enumerating the powers that may be exercised and the Courts have attached great weight to that fact. No part of that Act has ever been declared unconstitutional and the powers directly conferred in specific language have been sustained by the Supreme Court; but where the Commissioners have relied upon authority conferred only in general terms the results in the Courts have been different. The same outcome is to be expected in the judicial construction of the Telephone Act.

It is true that the Act provides that the Railroad Commission Law shall govern "so far as said laws are applicable;" but the analogy between railroads and telephone lines is so slight that it is very difficult to determine when the "said laws are applicable." Consequently the attempt to regulate telephones by the terms of the Railroad Commission Law must result in endless confusion.\*

#### TELEGRAPH COMPANIES.

Practically all that has been said as to the defects of the Act placing telephone companies under the supervision of the Commissioners is applicable to the Act giving the Commissioners control of telegraph companies.

#### INSPECTION OF SHIPMENTS IN TRANSIT BY EMPLOYEES OF SOUTHERN WEIGHING & INSPECTION BUREAU.

Complaints have been made to the Commissioners by shippers with reference to practice of employees of the Southern Weighing & Inspection Bureau in breaking open

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\*Since the date of this report the Chaires case has been decided by the Supreme Court, sustaining the lower Court. That decision calls for no alteration of the foregoing language.

shipments of goods for inspection. One complainant had a car load shipment of household goods from Lakeland to Tallahassee. These goods were carefully crated and boxed by the shipper and loaded at Lakeland and Bill of Lading issued. At High Springs or some other point in transit an employee of the Southern Weighing & Inspection Bureau broke open the crates and boxes and left the goods in a very disarranged and torn-up condition. The Commissioners have advised the Inspection Bureau that it has no right to go into shipments in this manner after they are accepted for transportation, that it is the duty of the railroad company to know what is in a shipment when it is accepted for transportation and before the bill of lading is issued.

With reference to state shipments the Commissioners have suggested to another complainant that he might have an employee of the Bureau who has broken open a shipment as complained of arrested.

#### COMPLAINTS OF TRANSFER COMPANIES

Complaints have been made to us by transfer companies at St. Augustine, Tampa and other points on account of discrimination of the railroad companies against them.

The Florida East Coast Railway Company has entered into a contract with a certain transfer company at St. Augustine, whereby this transfer company is allowed the privilege of having its representatives solicit on passenger trains transfer business of passengers and baggage. The complainants state that this gives this particular transfer company a practical monopoly of the transfer business of incoming passengers in this city.

A complaint from Tampa states that the Union Passenger Station Company of Tampa has made an agreement with a competing transfer company of that city, whereby this competing transfer company is allowed the privilege of access of its employees and transfer vehicles upon and in the station and grounds to solicit business of passengers as they immediately leave the trains. All other transfer companies are excluded from this privilege and this one company is given a great advantage over all other such companies of the city. Under the present

law the Commissioners are without authority in the premises.

#### CAR SHORTAGE.

During the last several months there has been a considerable car shortage in the State, especially on the Atlantic Coast Line Railroad and the Seaboard Air Line Railway. A large number of complaints have been received from shippers on account of failure of the railroads to promptly furnish cars as ordered. Upon taking these complaints up informally with the railroads they have advised that their failure to furnish cars as ordered is due to the fact that they have not sufficient equipment available. We have no authority to compel the railroads to buy more equipment, nor have we authority to order and compel them to furnish cars to shippers when ordered by the shippers. Upon such failure to furnish cars we only have authority to fine the railroads for failure to act as a common carrier after a full hearing and upon formal complaint of the shippers. During the car shortage in question no such formal complaints have been made.

#### PROPOSED REVISION OF FREIGHT RATES OF THE LOUISVILLE & NASHVILLE RAIL- ROAD COMPANY.

We are now preparing data preparatory to serving notice on the Louisville & Nashville Railroad Company for a hearing to determine whether or not we should enter an order against said company making a general adjustment of its freight rates on its lines in Florida.

#### SPECIAL RATES.

In the past the railroads had granted commodity or special rates to certain stations without granting special reduced rates to all stations and persons alike. The Commissioners have notified all the railroads that they will not approve such rates issued in the future.

The following letter has been addressed to all the railroad companies:

"To All Railroads and Railroad Companies Doing an Intrastate Business in the State of Florida:

I am directed by the Commissioners to call your especial attention to Rule 2 of their 'Rules Governing the Transportation of Freight,' and to say that they will insist upon the terms of said Rule being complied with. And further, that they will not approve any special, commodity, or reduced rate, which you may issue in the future, unless said special, commodity, or reduced rate is made applicable to all stations and persons along your lines on the same relative basis so as to make no unjust discriminations as against any person or locality.

You will please acknowledge receipt of this communication.

Yours very truly,

J. WILL YON,  
Secretary."

Such discriminations as already exist as a result of such special rates are being eliminated as fast as practicable.

#### DRINKING WATER IN AND LIGHTING AND HEATING PASSENGER DEPOTS AND COACHES, AND RULES RELATIVE TO BULLETINING TRAINS.

Complaints are made to the Commissioners from time to time account of failure of the railroad companies to provide heat in waiting rooms and passenger coaches on trains when necessary for the comfort of passengers, also account of failure to light depots and provide a supply of good drinking water, and failure to properly bulletin delayed passenger trains. The Commissioners have specific rules covering these matters. And it is hoped the traveling public will promptly advise us of any violation of same. It is impossible for us to learn of all such violations without the co-operation of the public.

#### THE SECRETARY'S SALARY.

In 1907 the Commissioners recommended that the Act of the Legislature creating the office of Secretary to the Commission be amended so as to increase the salary from twelve hundred dollars per annum to eighteen hundred dollars (\$1,800.00) per annum. A bill was introduced

to carry out this recommendation but was amended when it came up for consideration fixing the salary at fifteen hundred dollars (\$1,500.00) per annum, at which figure it has since remained.

The position of Secretary to the Commission is one to which manifold duties are attached, together with great responsibilities.

It is impossible at all times for the members of this Commission to give personal attention to the many details of the work devolving upon this office. It frequently occurs that the Secretary is necessarily left in absolute charge of the conduct of the office through necessary absence of the members of the Commission in the discharge of their duties at various points in the State. Therefore we think that the salary of the Secretary should be made commensurate to the work and responsibilities attaching to the office. This can only be done by an Act of the Legislature, as the Commissioners can only pay what is authorized by the law as it now stands.

#### BAGGAGE.

The Commissioners from time to time receive complaints with reference to rules and practices of railroads of the State in the transportation of baggage of persons traveling as passengers. We have been advised by our counsel that our authority is very limited under the present law in the regulation of the questions of transportation of baggage of passengers. In answer to such complaints we have advised complainants that we had practically no authority on this question and before we could take action in the matter appropriate legislation is necessary.

The following petition has been forwarded to us by commercial travelers and others of the traveling public with the request that same be brought to the attention of the ensuing Legislature. We are taking this means of presenting to the members of the Legislature this petition.

To the Railroad Commissioners, State of Florida, Tallahassee, Florida.

Gentlemen:—

Our attention has been called to the fact that there is

no provision in the Railroad Commission Law of Florida authorizing the Commissioners to make Rates, Rules and Regulations for the handling of Excess Baggage on the Railways in this State.

Therefore, we, the undersigned Commercial Travelers, petition your Honorable Body to urge upon the next Legislature of the State of Florida the necessity of an amendment to your law giving your Board ample power to prescribe proper Rules and Regulations and fix reasonable Rates for the carriage and handling of Excess Baggage over the Common Carriers doing business in this State.

We further ask that you present this petition to the Legislature with recommendations thereon.

All of which is respectfully submitted.

H. A. Miller, New Orleans, La.

C. W. Cohen, New Orleans, La.

Felix Glackmeyer, St. Louis, Mo.

Geo. W. Wright, Kansas City, Mo.

J. F. Reynolds, Jacksonville.

G. I. S. Watt, Jacksonville, Fla.

J. A. Clark, Arkadelphia, Ark.

Felix Mezer, Savannah, Ga.

I. S. Jones, Lake City, Fla.

Sam K. Selig, New York, N. Y.

W. S. Lang, Gainesville, Fla.

M. W. McGraw, New Orleans, La.

E. B. Woodward, Lynchburg, Va.

C. R. Osteen, Lakeland, Fla.

E. M. Clark, Gainesville, Fla.

B. Frank Young, Leesburg, Fla.

A. T. Guy, Richmond, Va.

B. D. MacNiell, Fayetteville, N. C.

E. R. Holt, Montgomery, Ala.

H. C. Hillyard, Jacksonville, Fla.

Campbell Kid, Savannah, Ga.

A. L. Tanksley, Jacksonville, Fla.

J. W. Corley, Atlanta, Ga.

R. C. Amidon, New York, N. Y.

D. E. Ridgell, Jacksonville, Fla.

J. T. Freeman, Louisville, Ky.

F. Y. Robson, Tampa, Fla.

W. E. Dobbins, Baltimore, Md.

H. F. Bluesly, St. Petersburg, Fla.



L. C. Scheffenaker, Baltimore, Md.  
 E. H. Egelhoff, New York, N. Y.  
 J. R. Beard, Pensacola, Fla.  
 L. J. Bush, DeFuniak Springs, Fla.  
 C. R. Poole, Lake City, Fla.  
 H. C. Berry, Baltimore, Md.  
 W. H. Miller, Jacksonville, Fla.  
 R. E. Bnmfield, Ocala, Fla.  
 W. M. Hackney, Jacksonville, Fla.  
 J. L. Briggs, Jacksonville, Fla.  
 E. H. Jordan, Atlanta, Ga.  
 D. Greenberg, Philadelphia, Pa.  
 N. Eisenburg, Savannah, Ga.  
 T. E. Anderson, Lake City, Fla.  
 W. D. Richey, Ocala, Fla.  
 Thos. H. James, New Orleans, La.  
 G. R. Ellis, Gainesville, Fla.  
 Jno. W. Hanian, Jacksonville, Fla.  
 T. J. Trahan, Boston, Mass.  
 M. R. Bruton, Marianna, Fla.  
 Thos. L. Waters, Pensacola, Fla.  
 A. J. Legg, Live Oak, Fla.  
 W. A. Daugherty, Baltimore, Md.  
 C. A. Mernfield, Knoxville, Tenn.  
 W. P. Chambers, Jacksonville, Fla.  
 A. O. Martin, Jacksonville, Fla.  
 V. V. Sharpe, Tampa, Fla.  
 John H. Gee, Jacksonville, Fla.  
 H. Tyler, Atlanta, Ga.  
 O. S. Robinson, St. Louis, Mo.  
 J. Hugh White, Jacksonville, Fla.  
 W. J. Longman, Tampa, Fla.  
 O. T. Railsback, St. Petersburg, Fla.  
 H. Sauls, Atlanta, Ga.  
 J. C. Ooerner, Jacksonville, Fla.  
 H. L. Jones, St. Louis, Mo.  
 J. H. Burt, Tampa, Fla.  
 Edgar C. Jones, Baltimore, Md.  
 John S. Keane, Jacksonville, Fla.  
 Ernest Bradford, Tampa, Fla.  
 J. D. Futch, Baltimore, Md.  
 W. B. Alexander, Cincinnati, O.  
 T. H. Parry, Baltimore, Md.  
 D. C. Lucas, Tampa, Fla.

W. B. Worthington, Cincinnati, O.  
 R. E. I. Kelly, Orange, N. J.  
 L. M. Willis, St. Louis, Mo.  
 D. Y. Brinker, Savannah, Ga.  
 Aaron Starr, New York City.  
 W. B. Fndge, Jacksonville, Fla.  
 A. N. Brittain, Atlanta, Ga.  
 E. D. Matthews, Birmingham, Ala.  
 Mark Zeller, Savannah, Ga.  
 N. Schener, Montgomery, Ala.  
 H. H. May, Memphis, Tenn.  
 Emmett Wilson, M. C., Pensacola, Fla.  
 E. Gluck, Pensacola, Fla.  
 J. W. Boggs, Birmingham, Ala.  
 R. P. McBride, St. Louis, Mo.  
 E. L. Young, Pensacola, Fla.  
 Geo. A. Creay, Pensacola, Fla.  
 L. M. Wood, Birmingham, Ala.  
 D. H. Adams, Macon, Ga.  
 A. A. Goldsmith, Cincinnati, O.  
 S. A. Shipman, Gainesville, Fla.  
 Thos. L. Waters, Pensacola, Fla.  
 James Goodman, New York, N. Y.  
 C. O. Wright, Pensacola, Fla.  
 W. C. Britt, Fitzgerald, Ga.  
 Jackson Brandon, Pensacola, Fla.  
 W. L. Armstrong, Philadelphia, Pa.  
 O. J. Lasher, Waterbury, Conn.  
 George Knapp, Philadelphia, Pa.  
 H. P. Hardin, Chattanooga, Tenn.  
 Geo. F. Conover, Cincinnati, Ohio.  
 J. P. Parker, Montgomery, Ala.  
 D. J. Ryan, Birmingham, Ala.  
 F. E. Watkins, Pensacola, Fla.  
 M. Klemer, New York, N. Y.  
 J. S. Kennedy, Nashville, Tenn.  
 Ike Hushman, Pensacola, Fla.  
 B. P. Bradley, Minneapolis, Minn.  
 Joseph A. Ryan, Mobile, Ala.  
 J. W. Allen, Mobile, Ala.  
 N. Weeders, Montgomery, Ala.  
 Jno. A. Hughes, Mobile, Ala.  
 M. L. Campbell, Mobile, Ala.  
 J. M. Thorney, DeFuniak Springs, Fla.

P. L. Rollo, Pensacola, Fla.  
 S. P. Clark, Pensacola, Fla.  
 H. C. Miller, Pensacola, Fla.  
 R. N. White, Pensacola, Fla.  
 C. J. Brown, Pensacola, Fla.  
 W. C. Dye, Pensacola, Fla.  
 M. Rosentier, Pensacola, Fla.  
 B. P. Hancock, Pensacola, Fla.  
 W. R. Wylie, \_\_\_\_\_, \_\_\_\_\_.  
 C. Edgar Winn, Pensacola, Fla.  
 J. C. Hardwick, St. Petersburg, Fla.  
 Frank A. Ross, Jacksonville, Fla.  
 W. H. Jones, Lynchburg, Va.  
 J. H. Dusenberry, New York.  
 H. A. Allen, Baltimore, Md.  
 S. W. Rogero, Tampa, Fla.  
 W. H. Drew, Tampa, Fla.  
 Harry B. Smith, Lynchburg, Va.  
 J. M. Redding, Nebraska City, Neb.  
 L. L. Braswell, Savannah, Ga.  
 Isaac S. Levy, Jacksonville, Fla.  
 L. H. Taliaferro, Tampa, Fla.  
 H. C. Slaughter, Pittsburg, Pa.  
 W. F. Jack, Tampa, Fla.  
 M. E. Robinson, Tampa, Fla.  
 Fred Richard, Mobile, Fla.  
 Jas. A. Miller, Jacksonville, Fla.  
 F. M. Brown, Jacksonville, Fla.  
 Hyman Wertheim, Atlanta, Ga.  
 W. H. Watson, Columbus, Ga.  
 Jos. Kaufman, Montgomery, Ala.  
 O. E. Beep, Union City, Tenn.  
 G. D. Plunkett, Chicago, Ill.  
 A. G. Baldwin, Pensacola, Fla.  
 J. J. Inneravittg, New Orleans, La.  
 J. Wright, Jr., Montgomery, Ala.  
 H. L. Lyons, Mobile, Ala.  
 J. M. Thompson, Birmingham, Ala.  
 W. N. Douglass, Meadows, Tenn.  
 B. P. Bradley, Birmingham, Ala.  
 W. H. Phillips, Pensacola, Fla.  
 R. E. May, Pensacola, Fla.  
 J. P. Rogers, New Orleans, La.  
 T. E. Johnson, Pensacola, Fla.

C. F. Brougletton, Pensacola, Fla.  
 A. E. Cruze, Maryville, Tenn.  
 W. V. Crabb, Pensacola, Fla.  
 W. C. Allen, Xenia, O.  
 C. A. Sartorius, Atlanta, Ga.  
 Wm. Poiser, New York, N. Y.  
 T. P. Ledbetter, Meridian, Miss.  
 Ed. R. Pendleton, Cincinnati, Ohio.  
 B. L. Boyette, Montgomery, Ala.  
 Dave Harvard, Thomasville, Ga.  
 H. H. Waters, Jacksonville, Fla.  
 A. Holzinger, New York, N. Y.  
 L. Kuhn, Baltimore, Md.  
 J. R. Randle, Pensacola, Fla.  
 A. J. Dillon, Jacksonville, Fla.  
 R. L. French, Pensacola, Fla.  
 Joseph C. Sullivan, Mobile, Ala.  
 Walter F. Walsh, Mobile, Ala.  
 J. L. Emma, Montgomery, Ala.  
 A. Y. Becker, Mobile, Ala.  
 A. Gluck, Mobile, Ala.  
 M. Zeller, Mobile, Ala.  
 M. D. Katz, Pensacola, Fla.  
 W. E. Craig, Pensacola, Fla.  
 T. N. Lewis, St. Louis, Mo.  
 W. E. Carr, Pensacola, Fla.  
 T. M. McCall, New Orleans, La.  
 L. H. Robertson, Pensacola, Fla.  
 O. L. Ford, Pensacola, Fla.  
 B. D. Townes, Pensacola, Fla.  
 M. A. Sausey, Pensacola, Fla.  
 S. J. Harvey, Milton, Fla.  
 Jas. A. Hall, Pensacola, Fla.  
 H. W. Margrof, Cincinnati, Ohio.  
 W. S. Muir, Pensacola, Fla.  
 J. B. Grant, Pensacola, Fla.  
 G. G. Sharpe, Birmingham, Ala.  
 J. E. Johnston, Indianapolis, Ind.  
 P. D. Beville, DeFuniak Springs, Fla.  
 C. E. Bateman, Montgomery, Ala.  
 Asa F. Alexander, New Orleans, La.  
 G. W. Ragland, Lynchburg, Va.  
 J. R. Cnrl, Jacksonville, Fla.  
 Wm. L. Rosenau, Savannah, Ga.

J. H. Newman, Birmingham, Ala.  
 Jack Hinckley, New Orleans, La.  
 J. E. Mack, Jacksonville, Fla.  
 R. Lewis, Pensacola, Fla.  
 E. N. Penney, Pensacola, Fla.  
 N. F. Garrett, Pinewood, Fla.  
 B. Moons, DeFuniak Springs, Fla.  
 C. S. Ford, Montgomery, Ala.  
 B. B. Murray, DeFuniak Springs, Fla.  
 J. Ed. Smith, Atlanta, Ga.  
 D. B. Suggs, Pensacola, Fla.  
 Floyd Baxter, Savannah, Ga.  
 Ernest Rossiter, Chicago, Ill.  
 B. H. Prock, Toronto, Ont.

#### UNCLEAN CONDITION OF COACHES AND STATION BUILDINGS.

Constant complaint is made by passengers of the filthy condition of day coaches and the dirty and unsanitary condition of toilets in cars and depots.

Recently the Railroad Commissioners have visited some depots and inspected these facilities and found them in a very dilapidated and filthy condition, due in part, it would seem, to the failure of the railroad company in supplying the necessary janitors or matrons to keep them in as clean condition as possible. However, we are forced to the conclusion that a greater part of the bad conditions referred to is attributable to some passengers who use these places and also to loafers who mischievously abuse them.

During these inspections our attention was called to another form of malicious mischief, in that some passengers and loafers about depots have been in the habit of writing profane and indecent language on the walls of the waiting rooms and toilet rooms separately maintained for ladies and gentlemen.

The statutes do not expressly authorize the Railroad Commissioners to regulate matters of this nature, and it is not clear that their general authority is sufficient to justify such action on their part, especially as the Legislature has heretofore conferred upon the State Board of Health the power to enforce rules and regulations requiring and providing for the thorough sanitation and

disinfection of all passenger cars, leaving some uncertainty as to the dividing line between the jurisdiction of the Railroad Commissioners and that of the Board of Health.

It is the opinion of the Commissioners that there should be legislation making more specific the powers of these bodies, and it is also respectfully suggested that there should be some law definitely providing for the punishment of such forms of malicious mischief and indecent behaviour as have been mentioned above.

**SALARIES AND EXPENSES OF THE RAILROAD  
COMMISSION OF FLORIDA FOR THE YEAR  
ENDING DECEMBER 31, 1912.**

Salaries of 3 Commissioners.....	\$ 7,500.00
Salary of Secretary .....	1,500.00
Salary of Special Counsel .....	4,412.50
Salary of Inspecting Engineer .....	2,100.00
Salary of Rate Expert .....	2,000.00
Salary of Law Clerk and Stenographer to Counsel. (4 months) .....	300.00
Salary of Stenographer .....	932.15
Salary of Janitor .....	360.00
Traveling Expenses:	
Three Commissioners .....	1,044.87
Inspecting Engineer .....	586.43
Special Counsel .....	392.03
Rate Expert .....	194.05
Law Clerk and Stenographer to Counsel..	9.95
Secretary .....	88.54
Traveling Expenses and Retainer Fees of L. C. Massey in F. L. C. Ry. Rate Case, etc. ....	1,316.45
Two typewriters and repairs .....	169.50
Legal Expenses—Witnesses, Printing Briefs, Clerk Court and Sheriff Costs, etc. ....	473.10
Stationery .....	166.60
Printing and Binding 15th Annual Report, and other Printing .....	873.37
Five Electric Fans .....	83.38
Postage .....	419.34
Freight, Express and Drayage .....	26.29
Telegraph .....	146.24
Furniture and Office Fixtures .....	82.88

Telephone—Local and Long Distance .....	19.00
Periodicals and Law Books .....	67.95
Ice and Distilled Water .....	33.25
Paid MUTUAL AUDIT CO. in Audits of Southern Express Co., L. & N. R. R. Co., and S. A. L. Ry. (From Special Appropriation).	11,479.40
	<hr/> \$36,777.27

Respectfully submitted,  
R. HUDSON BURR, Chairman.  
NEWTON A. BLITCH,  
ROYAL C. DUNN.

Attest: J. WILL YON, Secretary.

#### REPORT OF F. M. HUDSON AS SPECIAL COUNSEL.

Tallahassee, Florida, March 1, 1913.

To the Hon. R. Hudson Burr,  
Hon. Newton A. Blitch,  
Hon. Royal C. Dunn,  
Railroad Commissioners.

Sirs:—

#### I.

Since my last annual report as counsel for the Commissioners the following cases have been disposed of:

1. State ex rel. Railroad Commissioners vs. Tavares & Gulf Railroad Company.

The respondent having performed the order of the Commissioners in such manner as to be acceptable, this proceeding was dismissed.

2. Louisville & Nashville Railroad Company vs. R. Hudson Burr et al. as Railroad Commissioners; injunction.

At the time of my last report this suit, which was originally brought in Walton County, was pending in the Supreme Court on appeal brought by the Railroad Company from an order of the Circuit Court sustaining our demurrer to the bill. The judgment of the lower court has been affirmed by the Supreme Court.

3. State ex rel. Railroad Commissioners vs. Atlantic Coast Line Railroad Company; original proceedings in the Supreme Court.

This was a mandamus proceeding to enforce Commissioners' Rule 15-A. The Supreme Court on November 26th, 1912, handed down their decision awarding a peremptory writ of mandamus.

4. State ex rel. vs. Atlanta & St. Andrews Bay Railroad Company; original proceedings in the Supreme Court.

This was a case in mandamus to enforce an order of the Commissioners reducing certain rates. Within the last year the matter was settled out of court, the railroad company obeying the order and the Commissioners dismissing the suit.

5. State ex rel. Railroad Commissioners vs. Florida East Coast Railway Company; mandamus proceedings in Dade County.

The purpose of this suit was to compel the erection of a depot at Naranja. The order of the Commissioners having been complied with, the suit has been discontinued.

6. State ex rel. Railroad Commissioners vs. Florida East Coast Railway Company; mandamus proceedings in St. Lucie County.

The object of this suit was to compel additional station facilities at White City. The company having provided the necessary facilities, the suit has been dismissed.

7. Colonial Trust Company vs. Florida East Coast Railway Company and the Railroad Commissioners.

This suit was originally brought to enjoin the enforcement of certain orders of the Commission to eliminate arbitraries in passenger fares. This suit is mentioned in the last annual report of Hon. Louis C. Massey as special counsel for the Commissioners. Since that report the case was disposed of as outlined by him. On his advice the Commissioners modified the form of their order and immediately started mandamus proceedings in the Supreme Court to enforce the order. That suit is now pending.

8. State vs. Atlantic Coast Line Railroad Company; suit at law in Orange County to enforce payment of a fine imposed for violation of Commissioners' Rule 12. Judgment was obtained and has been paid in full.

9. State of Florida to the use of Annie Ball vs. At-



lantic Coast Line Railroad Company; suit at law in Jefferson County.

The purpose of this suit was to collect an alleged overcharge in phosphate rates. The matter did not come into the hands of the Commissioners until the claim was more than three years old. Suit was brought on the theory that the claim was saved from the statute of limitations by the Act of 1907.

But under the decision of the Supreme Court in the case of *LaFloridienne etc. Societe vs. S. A. L. Ry.*, 52 So. Rep. 298, it was manifest that the contention could not be maintained. The case referred to was decided subsequently to the institution of suit in this case. The suit has therefore been dismissed.

## II.

The following cases, instituted since the last annual report, are now pending:

Railroad Commissioners vs. Atlantic Coast Line Railroad Company and Sanford & Everglades Railroad Company.

This proceeding was instituted before the Interstate Commerce Commission at the request of shippers around Sanford to secure a reduction of the joint rates on interstate shipments from points on the Sanford & Everglades Railroad via the A. C. L. Railroad to Jacksonville for points beyond in other States. The case is set for hearing at Tallahassee on March 28th.

Railroad Commissioners vs. Caloosahatchee River Steamboat Line, Menge Brothers, as Managers of said Steamboat Line, and the Atlantic Coast Line Railroad Company.

This is a proceeding before the Interstate Commerce Commission which was instituted at the request of shippers on the Caloosahatchee River to secure a reduction of the joint rate on shipments from Caloosahatchee River points via the Caloosahatchee River Steamboat Line and the Atlantic Coast Line Railroad to Jacksonville for points beyond in other States. This case is likewise set for hearing on March 28th, at Tallahassee.

State ex rel. Railroad Commissioners vs. Southern Telephone and Construction Company.

This suit was instituted in the Circuit Court for Leon County to enforce by mandamus the observance of an order made by the Railroad Commissioners to compel certain service. The alternative writ of mandamus was quashed by the lower court and the case was taken to the Supreme Court by the Commissioners. A motion made by the telephone company to dismiss the writ of error was denied by the Supreme Court and the appeal has been submitted to the court on its merits.

State ex rel. Railroad Commissioners vs. Florida East Coast Railway Company.

This suit was instituted to enforce the elimination of certain arbitraries in passenger fares and to compel the adoption of straight three cent fares, in accordance with an order of the Commissioners. As shown in the last annual report, the services of Hon. Louis C. Massey have been retained to carry this suit to completion, he having conducted the litigation up to the dismissal of the injunction suit which involved the same matters. In the present case, before the Supreme Court, the railroad company made a return to the alternative writ of mandamus, which was attacked by demurrer. The court overruled the demurrer, Mr. Justice Cockrell dissenting. (See State ex rel. vs. Florida East Coast Railway Company, 59 Southern Reporter 385.) A replication of the return has been filed and the matter is now at issue on the facts. It has been manifest that the outcome of this case must be affected by the final decision of the injunction case which has been pending in the Commerce Court and now in the United States Supreme Court, wherein the Florida East Coast Railway Company sought an injunction against the Railroad Commissioners, and counsel have deemed it advisable to await the final determination of that case before pressing this case to a conclusion.

State ex rel. Railroad Commissioners vs. Florida East Coast Railway Company; mandamus in the Supreme Court to enforce the observance of Rule 15 in regard to switching.

State ex rel. Railroad Commissioners vs. Florida East Coast Railway Company; mandamus proceedings in the Supreme Court to enforce the observance of Rule 19 as lately amended by the Commissioners, which has the effect of reducing joint rates on inter-line hauls.

Seaboard Air Line Railway and Tampa Northern Railroad Company vs. Railroad Commissioners.

This is an injunction suit pending in the Federal Court for the Northern District of Florida, the purpose of which is to restrain the enforcement by the Commissioners of three of their orders. One of these orders amends Rule 19, as above referred to, by reducing rates on inter-line hauls. This order is being contested by the complainants in this case and by the Florida East Coast Railway Company, but it has been obeyed by the Louisville & Nashville Railroad Company, the Atlantic Coast Line Railroad Company, the Georgia Southern & Florida Railway, and, so far as the Commissioners are informed, by other lines in the State.

Another order reduces rates on fertilizer materials. This order is being observed by other lines in the State, so far as the Commissioners are informed.

The other order in question finds that the Seaboard Air Line Railway has acquired control of the Tampa Northern Railroad, and requires the observance by those lines of Freight Rule 1, which imposes on lines under the same management the duty of fixing rates as one line instead of applying joint rates.

### III.

The cases now pending are:

Four mandamus cases,

Six injunction cases, and

Eleven penalty cases, and

Three cases before the Interstate Commerce Commission.

One of the Mandamus cases as already recited has been submitted in the Supreme Court on appeal.

One of the six injunction cases is the case mentioned in my last annual report, the Florida East Coast Railway Company vs. United States. The case was then pending in the Commerce Court. The decision of that Court, rendered in October 1912, sustained the Railroad Commissioners, dissolved the injunction and dismissed the bill. The Railway Company appealed the case to the United States Supreme Court, where it was argued and submitted in January of this year. No decision has yet been rendered.

Of the eleven penalty cases, one against the Atlanta & St. Andrews Bay Railway Company is in judgment, and we are informed by their attorney that prompt settlement may be expected.

Of the three cases before the Interstate Commerce Commission, one is the case against the Southern Express Company which was submitted prior to the last annual report. We are informed that the decision is awaiting action of the Commission in regard to general express rates.

As recited in the last annual reports, in certain cases pending in Orange County the Commissioners were being represented by Hon. Louis C. Massey, formerly employed as counsel for the Commissioners. These are all penalty cases and are included in the foregoing report.

Respectfully submitted,

F. M. HUDSON,  
Counsel.

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#### REPORT OF INSPECTING ENGINEER.

Tallahassee, Florida, February 28th, 1913.

Hon. R. Hudson Burr,  
Hon. Newton A. Blitch,  
Hon. Royal C. Dunn.

Railroad Commissioners.

Gentlemen:—

I submit herewith my report made from inspections of railroads operating within the State of Florida for the year ending February 28th, 1913.

During the last year, on account of the extreme wet seasons, the railroads throughout the State have had considerable trouble in the maintenance of roadway and track, they have been compelled to maintain an extra force of labor to repair damages caused by excessive rains, and the work of section forces in making annual tie renewals, and in the surfacing and alignment of track, has been very much delayed.

On roads where they have a low grade line through flat woods country, and cuts not wide enough to afford ditches sufficient to drain the track, there has been considerable rough track during the year.

This condition of roadbed increases the expense of maintenance, and has been the main cause of rough track on these lines.

There has been some work in raising grade lines and widening cuts, and this improvement to roads should be carried on to a greater extent than it has in the past.

In my report of last year I gave the weight of rail with which the roads operating within the State were constructed. There has been only a very small percentage of renewals since my last report with increased weight of rail, or with new rail; renewals have been made only with relaying rail, releasing badly worn rail. I think considerable renewals with increased weight of rail, and other improvements, should be made during the next year.

The Atlantic Coast Line is now distributing on the roadbed from Sanford to Lakeland new 85 pound rail, and expects to complete renewals some time next summer. This will release worn 70 pound rail and put the line from Jacksonville to Tampa in good condition, giving 85 pound rail from Sanford to Tampa and 70 pound rail from Jacksonville to Sanford.

This company completed during the year their plant near Gainesville for creosoting ties and timbers, and all ties used in their tracks are to be creosoted, a large number of these ties have been distributed to different parts of their lines. I understand that they will use tie-plates on these ties. This improvement to road will reduce the percentage of annual tie renewals, and will mean better track, and reduce the cost of maintenance.

The Seaboard Air Line have made no renewals since my last report with increased weight of rail, except on the line from Jacksonville to River Junction, to complete the renewals of 25 miles with 75 pound rail, that had been distributed on the road-bed to the 119 $\frac{1}{4}$  Mile Post, releasing badly worn 58 $\frac{1}{4}$  pound rail. They were to continue renewals west from this point with the same weight of rail; frogs, switch material and some spikes were delivered along the line, but no rail has been delivered up to the latter part of this month. Rail renewals with increased weight should be continued on this line until all of the old 58 $\frac{1}{4}$  pound rail has been released. This rail is too light for the traffic of the road, and has been in service for approximately 25 years. A large percentage

shows worn and bent rail and cannot be maintained in good surface and line. This rail and a small percentage of track constructed with relaying 70 pound rail is the cause of their rough track.

The Louisville & Nashville have continued the improvements on its P. & A. Division, in renewals of bridges. This work is very nearly completed. All bridges on this division are being replaced with steel bridges capable of sustaining much heavier loads than those of the original construction.

Roadway and tracks of this company are maintained in good condition. They have for some time been making extensive tie renewals with cypress ties and using tie-plates, and have reduced the percentage of annual renewals. Ties in their tracks are maintained in good condition, and their percentage of renewals for the year ending June 30, 1912, was very much less than other roads operating within the State, due to the use of cypress ties and tie-plates.

Roadway and tracks of the Florida East Coast Railway are maintained in good condition. There has been continuous work of improvement to road on the extension to Key West. This improvement is construction work to complete the road as it is intended to be when finished.

Some of the roads recently constructed deserve mention for the work of improvements to road being made.

The Apalachicola Northern has had one steam shovel and one steam ditcher at work during the year. Their grade line has been raised between Apalachicola and Port St. Joe, iron pipe culverts have been put in at all places where they could be used, and trestles filled, and work is now being done to fill part of the five mile trestle crossing the Apalachicola-River swamp, and other large trestles on the line.

The Charlotte Harbor & Northern has made some rail renewals during the year with new 70 pound rail, releasing a 70 pound rail that has been in service only a few years, for side tracks.

I am informed by the General Manager of this company, that they will construct a plant for creosoting all of their ties, timber and piles.

The Tavares & Gulf have made considerable tie renewals during the year. They are continuing this work and

track is being surfaced and lined as renewals are completed, and new angle bar fastenings are being put on curves. Their track shows a very great improvement where the work of re-tieing and surfacing has been completed.

There are some small roads operating within the State that were constructed for log roads, and have not been improved from this state of construction. Their tracks were put down with very little grading to construct the roadbed, having short heavy grades and a large percentage of curve line. Their grade line in flat woods country is too low, and cuts are not wide enough to afford ditches sufficient to drain the track. With this construction of road, track can not be in any other than bad condition in extreme wet seasons. Derailments are avoided by operating trains at a very low rate of speed.

These roads cannot be put in good condition without the reconstruction of the road.

The lines having considerable passenger traffic showing some of this construction are the Atlanta & St. Andrews Bay, that part of the line near Round Lake, the Live Oak, Perry & Gulf, and part of the line of the Ocala Northern between Silver Springs and Ft. McCoy.

The Atlanta & St. Andrews Bay, I am reliably informed, are preparing to begin extensive improvements to road, contract has been let for work, reducing grades, widening cuts and filling trestles, and rail renewals will be made with increased weight of rail, probably 70 pound, replacing 40 pound rail that shows a large percentage of bent rail.

The Live Oak, Perry & Gulf have had line located for the purpose of reconstructing the road; no work other than the location of line has been done.

Log roads that are common carriers but do not operate passenger trains, I have not inspected.

I would recommend that such roads be not allowed to operate passenger trains, until the same have been inspected as to physical condition, and if they are not in a condition to operate trains with safety at a reasonable rate of speed, that they be required to reconstruct the road, to conform to specifications that will be furnished by the Commission.

Report can be furnished of different lines operating within the State when this information is desired.

Respectfully,

FRANK P. DAMON,  
Inspecting Engineer.



# ORDERS.

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ORDER NO. 354.

IN THE MATTER OF THE PASSENGER RATES ON  
FLORIDA EAST COAST RAILWAY COMPANY,  
NORTH OF HOMESTEAD, FLORIDA.

The bill in chancery of the Trust Company of America vs. Railroad Commissioners of Florida, the Florida East Coast Railway Company et al., in the United States District Court for the Southern District of Florida, to enjoin the passenger rates heretofore prescribed by this Commission for the Florida East Coast Railway Company, North of Homestead, having been dismissed without prejudice, &c.

It is ordered that the order heretofore made on June 13, 1906 (being Order No. 101) prescribing such rates be opened up and set aside for further proceedings before the Railroad Commissioners.

Done at our office in the City of Tallahassee this 16th day of March, A. D. 1912.

N. A. BLITCH, Acting Chairman.

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ORDER NO. 355.  
FILE NO. 3180.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION OF A UNION  
PASSENGER STATION AT THE TOWN OF COT-  
TONDALE.

After due notice given in writing to each of the railroad companies hereinafter named that the Railroad Commissioners of the State of Florida would hold a meeting

at the town of Cottondale on the 12th day of March, 1912, at 8:30 o'clock in the morning, this matter came on for hearing at the said time and place and then and there appeared on behalf of the petitioners Hon. R. L. McKenzie and others; on behalf of the Louisville & Nashville Railroad Company Mr. E. O. Saltmarsh, Division Superintendent, Mr. J. W. Lurton, Division Freight & Passenger Agent, and Mr. O. A. Gonzalez, Train Master; and on behalf of the Atlanta & St. Andrews Bay Railway Company Mr. Ben W. Steele, General Manager, and Mr. Amos E. Lewis, Counsel, and all of the said parties desiring to be heard were then and there heard,—thereupon the said matters were taken under advisement.

Now therefore we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find:

1. That the lines of railroad of the Louisville & Nashville Railroad Company and the Atlanta & St. Andrews Bay Railway Company intersect at the town of Cottondale in the State of Florida, the line of the said Louisville & Nashville Railroad Company running East and West and the line of the Atlanta & Saint Andrews Bay Railway Company running North and South; and that each of the said companies is engaged in transporting passengers from and to the said town of Cottondale to and from other points in the State of Florida, and that the said town of Cottondale is the connection point at which passengers traveling from points on one of the said lines to points on the other of said lines are transferred and that many passengers are transferred daily from one of the said lines to the other of said lines, and that the said transfer is now made by means of vehicles or on foot, to the great inconvenience and expense of the travelers making the said transfer.

2. That for the proper accommodation of the traveling public the said Louisville & Nashville Railroad Company and the said Atlanta & Saint Andrews Bay Railway Company ought in view of the conditions shown at the said hearing to be required to erect, operate and maintain a Union Passenger Station at the said town of Cottondale.

3. That it would be possible for the said two companies to operate and maintain a passenger station by using the station building and grounds now owned and operated

by the Louisville & Nashville Railroad Company but that in order to do so it will be necessary for the passenger trains of the said Atlanta & Saint Andrews Bay Railway Company to be backed into or out of the said station from its main line, and that it will be further necessary that additional side tracks be laid, and we do further find that the station building and facilities now maintained by the said Louisville & Nashville Railroad Company are inadequate for union depot purposes and could not be advantageously used for such purposes without enlargement, and it is further our opinion that the backing in of passenger trains to the said station would prove dangerous, and cause delay.

4. That in view of the said conditions the location hereinafter described is the most feasible location for said station because of its reasonable convenience to the town of Cottondale and its proximity to the intersection of the said lines of railroad, and that the said companies now own the lands whereon it appears most feasible to locate said station and that Columbus Welch, the owner of lands adjoining said location, has offered to donate the use of additional lands, if necessary, for station purposes.

Wherefore we, the said Railroad Commissioners of the State of Florida, do hereby order and adjudge that the said Louisville & Nashville Railroad Company and the said Atlanta & Saint Andrews Bay Railway Company shall erect a union passenger station at the said town of Cottondale, and that the said station shall be provided with separate waiting rooms and ticket windows for the white and colored races according to law, the waiting room for white persons to have floor dimensions of at least six hundred square feet and the waiting room for colored persons to have floor dimensions of at least four hundred square feet; that suitable toilet rooms and facilities shall be provided; that suitable sheds, platforms and baggage and express room shall be provided at the said depot, that adequate lights and all other facilities and conveniences necessary and suitable for the proper operation of such station shall be provided, and that the said union passenger station shall be located at the intersection of the said lines of railroad on the North side of the Louisville & Nashville Railroad Company's tracks and on the East side of the Atlanta & Saint Andrews Bay Railway Company's tracks, provided that such additional

land as may be necessary for the erection of said station shall be donated as hereinbefore recited.

It is further ordered that the work of constructing said station shall be begun not later than May 10th, 1912, and shall be prosecuted to completion with reasonable diligence and that the work shall be completed before the 15th day of July, 1912, and that the said companies may at their option submit to us plans of the said station building, shed and platforms in order that we may determine the sufficiency and suitability thereof.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee this 22nd day of March, 1912.

N. A. RITCH, Acting Chairman.

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ORDER NO. 356.  
FILE NO. 3098.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF DEPOT FACILITIES AT MAN-  
ATEE, FLORIDA, A STATION ON THE LINE OF  
THE SEABOARD AIR LINE RAILWAY.

After due notice given in writing to the Seaboard Air Line Railway that the Railroad Commissioners of the State of Florida would hold a meeting at their office in the City of Tallahassee on the 9th day of February, 1912, at 10 o'clock in the morning, this matter came on for hearing at the said time and place and then and there appeared Hon. Frank A. Walpole and Mr. M. M. Owen on behalf of the petitioners and Mr. W. A. Witt, Superintendent, and Hon. W. J. Owen, Division Counsel, on behalf of the Seaboard Air Line Railway, all of whom were heard and thereupon this matter was taken under advisement.

Now therefore we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find:

1. That the facilities heretofore furnished by the said

railway company for lighting the said station have proved inadequate and insufficient and that it is feasible to install electric lights in the said station and that under all the circumstances of this case the most practicable method of lighting said station is by electricity and that the cost thereof will not be excessive.

2. That said company has not heretofore provided an adequate and suitable passage way for ingress and egress between its station and Manatee Avenue to the north of the said station and that the pavement alongside the tracks of the said company in front of its station and to the North thereof is not of the most suitable material for the protection and convenience of passengers on entraining and detraining.

3. That there is complaint as to the seats heretofore maintained in the waiting rooms of the said station.

Wherefore we, the Railroad Commissioners of the State of Florida, do hereby order and adjudge that the said Seaboard Air Line Railway shall install in and about its passenger station at Manatee electric lights sufficient in number and power to adequately light the said station and the approaches thereto:

That the Seaboard Air Line Railway shall construct a pavement along the West side of its station building and extending from said building to its tracks upon which passenger cars usually stop and a walk extending along side its main track from said pavement in a northerly direction to Manatee Avenue of sufficient width to provide adequate ingress and egress for the traveling public between the said station and Manatee Avenue and sufficient to meet the requirements of the traveling public in so far as may be necessary in entraining and detraining North of the said station; that the said pavement and the said walk shall be constructed of concrete or other materials equally durable and serviceable and equally adapted to the comfort and convenience of the traveling public and that the said pavement shall be sufficiently elevated and so constructed as to insure proper drainage; and that the said Seaboard Air Line Railway shall maintain in its waiting rooms adequate and comfortable seats of modern pattern properly arranged for the comfort and convenience of passengers.

It is further ordered that the work herein ordered shall be completed before the 1st day of June, 1912.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee this 22nd day of March, 1912.

N. A. BLITCH, Acting Chairman.

ORDER NO. 357.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF PRESCRIBING RATES OF  
PASSENGER FARE ON THAT PART OF THE  
FLORIDA EAST COAST RAILWAY WHICH IS  
NORTH OF HOMESTEAD, FLORIDA.

Whereas the Florida East Coast Railway Company, operating a line of railroad wholly within this State, on or about December 25, 1902, reduced its rate of passenger fare and put into effect a passenger rate of three cents per mile with the exceptions hereinafter set forth and announced that the three cent rate had been adopted.

Whereas by our Order No. 62 entered on November 2, 1904, we authorized the said railway company to charge four cents per mile for the transportation of passengers from its Southern terminus at Homestead South over an extension which it was contemplating to Key West, which extension was necessarily to be of costly construction.

And whereas in the years 1904, 1905 and 1906 we ascertained that the said railway company was charging North of Homestead certain arbitraries different from the said rate of three cents per mile; that is to say, an excess sum of fifteen cents between Jacksonville and St. Augustine, for the alleged reason of keeping up the draw bridge over the St. Johns River at Jacksonville on the main line; also an excess sum of twenty cents or thereabouts between Palatka and points South thereof, each way, for the alleged reason that it was necessary to protect its through rate between Jacksonville and points South of Palatka, the Atlantic Coast Line Railroad Company having the shorter line from Jacksonville to Palatka; and also an excess sum of twenty-five cents for passengers over the bridge on the spur track at Ormond across the Halifax

River and for passengers over the bridge on the spur track across Lake Worth between West Palm Beach and Palm Beach for passengers destined to and leaving from the eastern side of the Halifax River and of Lake Worth respectively.

And whereas, after due notice to the said railway company, and hearing, we by our certain Order No. 101, dated June 13, 1906, did order and prescribe that the full rate to be charged by the said Florida East Coast Railway for the transportation of passengers over its line North of Homestead, Florida, should be three cents per mile, and the half rate should be one and a half cents per mile for each passenger; and that children under five years of age, when traveling with parents or guardians should be carried free, and those between the ages of five and twelve should be charged half fare, said rates to become effective from and after July 1, 1906.

And whereas shortly after the making of the said Order No. 101, the Colonial Trust Company, Trustee under two certain mortgages executed by the said Florida East Coast Railway Company on the said line of road or a portion thereof, filed its bill in chancery in the Circuit Court of the United States for the Southern District of Florida to restrain the said railway company from obeying the said order, and the Railroad Commissioners of this State from enforcing it, on which bill a special injunction was granted, and the cause proceeded to testimony, but having been abated by change of conditions, has lately been dismissed without prejudice by consent of parties.

And whereas after the dismissal of the said cause, we by our Order No. 354, dated March 16, 1912, opened up and set aside our said Order No. 101 for further proceedings before us, and on the same day notified the said railway company that the same had been so opened up and set aside and that we should on April 10, 1912, hold a meeting to hear and consider what, if any, passenger rates we should prescribe on its line of railway in the State North of Homestead, Florida, and did afterwards on April 3, 1912, notify the said railway company that the said hearing would be postponed until May 10, 1912, at 10 o'clock A. M. in the City of Tallahassee and the said railway company having filed with us a sworn statement and not appearing by any of its officials or by its

Counsel, but having had a full opportunity to be heard, and we now being fully advised in the premises.

Now therefore we, the Railroad Commissioners of the State of Florida, do find that the said arbitrary rates between Jacksonville and St. Augustine, and between Palatka and points South ought to be abolished, and do find that the rate of three cents per mile for full passenger fare and one and a half cents per mile for half fare is a just and reasonable rate of passenger fare on the said line of railway North of Homestead, except as hereinafter allowed and is moreover all that the service is worth. And we do order that from and after June 1st, 1912, that the full rate to be charged by the Florida East Coast Railway Company for the transportation of passengers over its line North of Homestead, Florida, shall be three cents per mile and the half rate shall be one and one half cents per mile for each passenger, and that children under five years of age when traveling with parents or guardians shall be carried free, and those between the ages of five and twelve shall be charged half fare. Provided that for passengers destined to or leaving from the eastern side of the Halifax River at Ormond or destined to or leaving from Palm Beach on the eastern side of Lake Worth an additional sum of twenty-five cents each may be charged for full fare and fifteen cents for half fare for the special service of transportation over the bridges at those stations respectively.

Ordered in open session of our Board at our office in the City of Tallahassee this 14th day of May, A. D. 1912.

R. HUDSON BURR, Chairman.

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ORDER NO. 358.  
FILE NO. 3236.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE  
SOUTHERN BELL TELEPHONE & TELEGRAPH  
COMPANY FOR THE APPROVAL OF CERTAIN  
CONTRACTS RELATING TO THE PURCHASE OF



**THE CERTAIN LOCAL EXCHANGE TELEPHONE  
PROPERTIES AT GREEN COVE SPRINGS IN THE  
STATE OF FLORIDA.**

This matter came on for consideration and Messrs. J. Eppes Brown and F. E. Montague having been heard, it is the opinion of the Commissioners that under the law they have no jurisdiction to pass upon contracts such as that submitted in this case and that the proper disposition of this case can only be made after formal hearing upon an application from parties in interest for an Order to raise or lower rates.

Done and ordered by the Railroad Commissioners in regular session at their office in the City of Tallahassee this 17th day of May, 1912.

R. HUDSON BURR, Chairman.

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ORDER NO. 359.  
FILE NO. 3027.

**BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.**

**IN THE MATTER OF THE APPLICATION TO PER-  
MIT THE FREIGHT STATIONS TO BE CLOSED  
AT 1 O'CLOCK P. M. ON SATURDAYS DURING  
THE MONTHS FROM JUNE 1, 1912, TO OCTOBER  
1, 1912.**

Application having been made to us by the Atlantic Coast Line R. R. Co., the Seaboard Air Line Ry., the Florida East Coast Railway Co., the Georgia Southern & Florida Railway Co., and the Southern Railway Co., to suspend the operation of Rule 26 of our "Rules Governing the Transportation of Freight" so far as to permit the employees of the said railroad companies in their several freight stations in Jacksonville to enjoy a half holiday on Saturdays during certain months hereinafter named and it appearing to us that the same ought to be granted,

We, the Railroad Commissioners of the State of Florida, do therefore order that the operation of our Rule 26

aforesaid be and the same is hereby suspended so far only as to permit the railroad companies aforesaid to close their freight stations at the City of Jacksonville at 1 o'clock P. M. on each and every Saturday during the months of June, July, August and September, in the year 1912, for the purpose of giving the said employees a half holiday in each week during the said months.

This Order shall take effect June 1, 1912.

Ordered in open session of our Board at the City of Tallahassee this 30th day of May, A. D. 1912.

R. HUDSON BURR, Chairman.

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ORDER NO. 360.  
FILE NO. 3162.

**BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.**

**IN THE MATTER OF FREIGHT AND PASSENGER  
SCHEDULES OF RATES FOR THE FLORIDA, ALA-  
BAMA & GULF RAILROAD COMPANY.**

The Florida, Alabama & Gulf Railroad Company having made application to us under date of August 28, 1911, to prescribe freight and passenger schedules of rates for the said railroad, due personal notice dated March 19, 1912, was given by us to the said railroad company of our intended action and that a hearing thereon would be had at our offices in the City of Tallahassee on April 10, 1912, at 11 o'clock A. M.

Under date of April 3, 1912, further notice was given the said railroad company that said hearing mentioned in said notice of March 19, 1912, was thereby postponed until May 10, 1912, at the same hour and place.

And thereupon at the place and time appointed the said Florida, Alabama & Gulf Railroad Company appeared by W. E. Williams, its Traffic Manager, and was duly heard, and the matter was taken under advisement.

And now, being duly advised in the premises, we find that the Florida, Alabama & Gulf Railroad Company own a line of railroad extending from Falco, Alabama, to Galli-

ver, Florida, which it began to operate on October 10, 1911, and has since been operating as a common carrier of freight and passengers between points in this State and that the said railroad company and the said line of railroad are subject to our jurisdiction.

It is therefore ordered and adjudged that the following schedule of freight and passenger rates be, and the same is hereby allowed and prescribed for the Florida, Alabama & Gulf Railroad Company to be used between all points on its line in this State, and that the said schedule shall be put into operation by the said railroad company and shall take effect July 3, 1912:

(See rates elsewhere in this report.)

Also, the Sugar Cane rates and Cotton rates, as shown on page 136, and the rates on Fruits and Vegetables, as shown on pages 140 and 141 of the 15th Annual Report of the Florida Railroad Commission.

**Passenger Rates:**

Straight fare, 4c per mile. Round trip ticket, good for five days exclusive of day of sale, 3c per mile.

Ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee this the 3rd day of June, 1912.

N. A. BLITCH, Acting Chairman.

ORDER NO. 361.  
FILE NO. 3015.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE ENLARGEMENT OF THE  
PASSENGER DEPOT AND FACILITIES AT DE-  
FUNIAK SPRINGS, A STATION ON THE LINE OF  
RAILWAY OF THE LOUISVILLE & NASHVILLE  
RAILROAD COMPANY IN THIS STATE.

On the 17th day of May, 1912, pursuant to due notice to the Louisville & Nashville Railroad Company, this matter came on for further consideration at the office of

the Railroad Commissioners in the City of Tallahassee to hear and consider whether or not the said Commissioners ought to modify their order No. 331 made and entered on the 1st day of May, 1911, requiring the said Louisville & Nashville Railroad Company to enlarge its passenger depot and facilities at DeFuniak Springs, a station on the line of railroad of the said Louisville & Nashville Railroad Company. The Hon. A. C. Blount, District Attorney for said company, and Mr. E. O. Saltmarsh, Superintendent of said Louisville & Nashville Railroad Company, appeared and were heard on behalf of the said company and thereupon the Commissioners took the said matter under advisement.

Now therefore, after due and further consideration, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises do find that DeFuniak Springs aforesaid is an important station on the line of the Louisville & Nashville Railroad Company to and from which the said railroad company transports many passengers on their way to and from other points in this State and that the present passenger depot, its facilities and conveniences are insufficient for the safety, convenience and comfort of the passengers;

And it is therefore ordered and adjudged that the Louisville and Nashville Railroad Company shall enlarge the waiting room for white passengers at the said DeFuniak station so that the same shall contain not less than seven hundred and sixty (760) square feet of floor space and shall enlarge the waiting room for colored passengers so that the same shall contain not less than five hundred and seventy (570) square feet of floor space, and shall provide a baggage room in or adjacent to the said depot building which shall contain not less than five hundred and seventy (570) square feet of floor space, all inside measurements; and shall also enlarge the passenger platform so that the same shall extend two hundred and fifty-five (255) feet each way from the center of said station or from the center of the said baggage room, and that they shall extend the existing umbrella shed or provide some other shed equally adequate thereto for the protection of passengers so that the shed shall extend the full length of the platform above described.

It is further ordered that the present toilet rooms which are built out into the waiting rooms of the said

station, be removed or re-arranged at the option of the said company and that the said toilet rooms or new toilet rooms be arranged or constructed in such manner that they shall not open directly into said waiting rooms and so that access may be had thereto from the respective rooms through an intermediate passage or space so that due privacy and freedom from offensive odors may be secured and that such toilet rooms be provided by arrangement or construction convenient to the said waiting rooms one for each sex for the use of white passengers and one for each sex for the use of colored passengers.

And it appearing to us that kerosene lamps by which the platform and depot are lighted are insufficient for the safety, convenience and comfort of the passengers and that electric lights can readily be installed and electric current furnished at reasonable rate.

It is further ordered that the use of kerosene lamps be discontinued in the said depot and that the said depot shall be reasonably and adequately lighted with electric lights or with other lights other than kerosene of power and sufficiency equal to electric lights.

It is further ordered that the said Order No. 331 made and entered on the 1st day of May, 1911, be and the same is hereby rescinded and set aside.

The improvements hereinbefore prescribed shall be begun on or before the 15th day of July, 1912, and the said work shall be fully completed and this Order fully complied with on or before the 15th day of September, 1912.

Ordered in open session of our Board at our office in the City of Tallahassee this 17th day of June, 1912.

R. HUDSON BURR, Chairman.

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ORDER NO. 362.

FILE NO. 2289.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION OF A UNION  
PASSENGER STATION IN THE TOWN OF LAKE  
BUTLER, FLORIDA.

After due notice given in writing to each of the railroad

companies hereinafter named that the Railroad Commissioners of Florida would hold a meeting in the town of Lake Butler in said State on the 11th day of June, 1912, at 10 o'clock in the morning for the purpose of hearing and considering whether or not the said Commissioners should require the said companies to erect a joint passenger station in the said town, this matter came on for hearing at the said time and place before Commissioners Burr and Dunn, and then and there appeared for the Atlantic Coast Line Railroad Company Mr. Morton Riddle, General Superintendent, and Mr. H. O. McArthur, District Superintendent; for the Georgia Southern & Florida Railway, Mr. H. Hatcher, Superintendent, and J. E. Hall, Esq., Counsel; and on behalf of the Petitioners, various citizens of the town of Lake Butler,—all of whom were heard and thereupon the said matter was taken under advisement.

Now therefore we, the Railroad Commissioners of the State of Florida, being fully advised in the premises do find:

1. That the lines of railroad of the said Atlantic Coast Line Railroad Company and the Georgia Southern & Florida Railway intersect at the said town of Lake Butler in the State of Florida, and that each of the said companies is engaged in transporting passengers from and to the said town of Lake Butler to and from other points in the State of Florida and that said town of Lake Butler is the connection point at which passengers traveling from points on one of the said lines to points on the other of said lines are transferred and that many passengers are transferred from one of said lines to the other of said lines and that the said transfer is now made by means of vehicles or on foot to the great inconvenience and expense of the travelers making the said transfer;

2. That the station building and facilities now maintained by the said Atlantic Coast Line Railroad Company and said Georgia Southern & Florida Railway respectively are inadequate for the proper accommodation of the traveling public at said Lake Butler.

3. That for the proper accommodation of the traveling public the said Atlantic Coast Line Railroad Company and the said Georgia Southern & Florida Railway ought in view of the conditions shown at the said hearing to

be required to erect, operate and maintain a union passenger station at the said town of Lake Butler;

4. That in view of the said conditions the location hereinafter described is the most feasible location for the said station because of its reasonable convenience to the said town of Lake Butler and its proximity to the said lines of railroad and that the said companies now own the lands whereon it appears most feasible to locate said station.

Wherefore we the said Railroad Commissioners of the State of Florida do hereby order and adjudge that the said Atlantic Coast Line Railroad Company and the said Georgia Southern & Florida Railway shall erect a union passenger station at the said town of Lake Butler and that the said station shall be provided with separate waiting rooms and ticket windows for the white and colored races according to law. The waiting room for white persons to have floor dimensions of at least four hundred square feet and the waiting room for colored persons shall have floor dimensions of at least Three Hundred square feet; that suitable toilet rooms and facilities shall be provided; that suitable sheds, platforms and baggage and express room shall be provided at the said depot; that adequate lights and all other facilities and conveniences necessary and suitable for the proper operation of said station shall be provided, and that said union passenger station shall be located at some point in the tri-angle bounded on two sides by the lines of road of the said two companies and on the West side by Deekle Street.

It is further ordered that the work of constructing said station shall be begun not later than the 1st day of September, 1912, and shall be prosecuted to completion with reasonable diligence and that the work shall be completed before the 1st day of November, 1912, and that the said companies shall before the erection of the said station is commenced submit to us plans of the said station building, sheds, platforms and other facilities in order that we may determine the sufficiency and suitability thereof.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee this 6th day of July, 1912.

R. HUDSON BURR, Chairman.

ORDER NO. 363.  
FILE NO. 2115.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION OF A UNION  
PASSENGER STATION IN THE TOWN OF HAW-  
THORNE, FLORIDA.

After due notice given in writing to each of the railroad companies hereinafter named that the Railroad Commissioners of Florida would hold a meeting in the town of Hawthorne in said State on the 12th day of June, 1912, at 10 o'clock in the morning for the purpose of hearing and considering whether or not the said Commissioners should require the said companies to erect a joint passenger station in the said town, this matter came on for hearing at the said time and place before Commissioners Barr and Dunn, and then and there appeared for the Atlantic Coast Line Railroad Company Mr. Morton Riddle, General Superintendent; for the Seaboard Air Line Railway Mr. W. A. Witt, Superintendent, and W. J. Oven, Esq., Division Counsel; for the Petitioners, M. C. McIntosh, Esq.; on behalf of himself and others opposing any change in the depots at Hawthorne, Mr. W. S. Moore,—all of whom were heard and thereupon the said matter was taken under advisement.

Now therefore we, the Railroad Commissioners of the State of Florida, being fully advised in the premises do find:

1. That the lines of railroad of the said Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway intersect at the said town of Hawthorne in the State of Florida, and that each of the said companies is engaged in transporting passengers from and to the said town of Hawthorne to and from other points in the State of Florida and that the said town of Hawthorne is the connection point at which passengers traveling from points on one of the said lines to points on the other of said lines are transferred and that many passengers are transferred from one of said lines to the other of said lines and that the said transfer is now made by means of vehicles or on



foot to the great inconvenience and expense of the travelers making the said transfer.

2. That the station building and facilities now maintained by the said Atlantic Coast Line Railroad Company and said Seaboard Air Line Railway respectively are inadequate for the proper accommodation of the traveling public at said Hawthorne;

3. That for the proper accommodation of the traveling public the said Atlantic Coast Line Railroad Company and the said Seaboard Air Line Railway ought in view of the conditions shown at the said hearing to be required to erect, operate and maintain a union passenger station at the said town of Hawthorne;

4. That in view of the said conditions the location hereinafter described is the most feasible location for the said station because of its reasonable convenience to the said town of Hawthorne and its proximity to the said lines of railroad and that the said companies now own the lands whereon it appears most feasible to locate said station.

Wherefore we the said Railroad Commissioners of the State of Florida do hereby order and adjudge that the said Atlantic Coast Line Railroad Company and the said Seaboard Air Line Railway shall erect a union passenger station at the said town of Hawthorne and that the said station shall be provided with separate waiting rooms and ticket windows for the white and colored races according to law, the waiting room for white persons to have floor dimensions of at least four hundred square feet and the waiting room for colored persons shall have floor dimensions of at least Three Hundred square feet; that suitable toilet rooms and facilities shall be provided; that suitable sheds, platforms and baggage and express room shall be provided at the said depot; that adequate lights and all other facilities and conveniences necessary and suitable for the proper operation of said station shall be provided, and that said union passenger station shall be located at the intersection of the said two lines of road North of the Atlantic Coast Line Railroad and East of the Seaboard Air Line Railway.

It is further ordered that the work of constructing said station shall be begun not later than the 1st day of September, 1912, and shall be prosecuted to completion with

reasonable diligence and that the work shall be completed before the 1st day of November, 1912, and that the said companies shall before the erection of the said station is commenced submit to us plans of the said station building, sheds, platforms and other facilities in order that we may determine the sufficiency and suitability thereof.

Done and ordered by the Railroad Commissioners of the State of Florida in session, at their office in the City of Tallahassee this 6th day of July, 1912.

R. HUDSON BURR, Chairman.

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ORDER NO. 364.

FILE NO. 3209.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE LOCATION AND ERECTION OF A FREIGHT AND PASSENGER DEPOT AT ST. MARKS, FLORIDA, A STATION ON THE LINE OF THE SEABOARD AIR LINE RAILWAY IN THIS STATE.

This matter came on for hearing at Tallahassee on July 16, 1912, after due notice in writing, dated June 8th, 1912, to the Seaboard Air Line Railway, which appeared at the hearing by Mr. W. A. Witt, its Superintendent, and Hon. W. J. Owen, its Division Counsel, and were duly heard.

Now, therefore, after due consideration, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises do find that St. Marks is a station on the St. Marks Branch of the Seaboard Air Line Railway in this State, that the station of St. Marks is now without depot facilities for the proper handling of freight and without any passenger accommodations, and it is therefore, ordered and adjudged that the Seaboard Air Line Railway shall construct a combination freight and passenger depot at the said station of the following dimensions:

Two passenger waiting rooms, one for white and one for negro passengers, as provided by law. A freight room and necessary platforms, all of which shall be of the size and dimensions of the depot at Woodville, Florida, a station on the said Branch Line referred to.

It is further order that the erection of said depot shall be completed on or before the 1st day of November, 1912.

Witness the hand of our Chairman affixed in open session of our Board and by direction thereof at our office in the City of Tallahassee this 3rd day of August, 1912.

R. HUDSON BURR, Chairman.

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ORDER NO. 365.

FILE NO. 3215.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE LOCATION AND ERECTION OF A FREIGHT AND PASSENGER DEPOT AT VICTORIA, FLORIDA, A STATION ON THE LINE OF THE SEABOARD AIR LINE RAILWAY IN THIS STATE.

This matter came on for hearing at Tallahassee on July 16, 1912, after due notice, in writing, dated May 30, 1912, to the Seaboard Air Line Railway, which appeared at the hearing by W. A. Witt, Superintendent, and W. J. Owen, Division Counsel, and were duly heard.

Now, therefore, after due consideration, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises do find that Victoria is a station on the line of the Seaboard Air Line Railway in this State; that the station of Victoria is now without sufficient warehouse facilities for taking care of freights and without any passenger accommodations, and it is, therefore, order and adjudged that the Seaboard Air Line Railway shall construct a combination freight and passenger depot at the said station of the following dimensions:

Two passenger waiting rooms,—one for white and one

for negro passengers—according to law, to contain not less than sixty-four (64) square feet of floor space each; a freight room to contain not less than two hundred and fifty six (256) square feet of floor space, and a covered shed to contain not less than two hundred and fifty-six (256) square feet of floor space.

It is further ordered that the erection of said depot shall be completed on or before November 1, 1912.

Witness the hand of our Chairman affixed in open session of our Board and by direction thereof at our office in the City of Tallahassee this 3rd day of August, 1912.

R. HUDSON BURR, Chairman.

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ORDER NO. 366.  
FILE NO. 3298.

**BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.**

**IN THE MATTER OF THE ERECTION OF DEPOT  
FACILITIES AT EUSTIS, FLORIDA, A STATION  
ON THE LINE OF THE ATLANTIC COAST LINE  
RAILROAD COMPANY.**

This matter came on for hearing at Tallahassee on August 2, 1912, after due notice in writing, dated July 15, 1912, to the Atlantic Coast Line Railroad Company, which appeared by Mr. Morton Riddle, its General Superintendent; and Messrs. P. A. Ross, W. M. Igou, and G. W. Holmes appeared for the citizens of Eustis; and were fully heard.

Now, therefore, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find that Eustis, Florida, is a station on the line of the Atlantic Coast Line Railroad Company in this State, that the present combination freight and passenger station at Eustis is inadequate.

And it is, therefore, ordered and adjudged that the Atlantic Coast Line Railroad Company erect a passenger station at Eustis aforesaid, containing two passenger waiting rooms,—one for white and one for colored pas-

sengers—as provided by law,—the one for white passengers to contain not less than five hundred (500) square feet of floor space, and the one for colored passengers to contain not less than three hundred (300) square feet of floor space;

Or to erect a combination freight and passenger station of the dimensions and arrangements of the station now at Clearwater, a station on the line of the Atlantic Coast Line Railroad;

It is further ordered that said station be provided with the necessary walks and sheds, and also with proper toilet rooms for both races.

This order shall be complied with and the work herein ordered shall be completed on or before the 15th day of December, 1912.

Ordered in open session of our Board at our office in the City of Tallahassee this 3rd day of August, A. D. 1912.

R. HUDSON BURR, Chairman.

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ORDER NO. 367.  
FILE NO. 3229.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE  
PENINSULAR TELEPHONE COMPANY FOR PER-  
MISSION TO INCREASE ITS TELEPHONE RATES  
IN LAKE LAND.

After due notice to all parties that this matter would be heard at the office of the Railroad Commissioners of Florida in the City of Tallahassee on the 18th day of July, 1912, at 10 o'clock in the morning, the said matter came on for consideration at the said time and place; and then and there appeared Mr. W. G. Brorain, President of the said Company, Mr. R. H. Golke, Secretary and Treasurer of the said Company and J. J. Lunsford, Esquire, General Counsel, all in behalf of the said Peninsular Telephone Company and Mr. O. M. Eaton, a member

of the City Council of Lakeland, and John S. Edwards, Esquire, representing the Lakeland Board of Trade and Women's Civic League of Lakeland, in opposition to the said petition and all the said parties were then and there fully heard, the said hearing continuing through the 18th day of July and until one o'clock on the 19th day of July, and thereupon the said matter was taken under advisement by the Commissioners.

Now, therefore, we the Railroad Commissioners of Florida being fully advised in the premises do find:

1. Under Chapter 6186 of the Laws of Florida, we have the authority to regulate rates in this case and are not debarred from the exercise of such authority by the existence of the franchise ordinance passed by the City Council of Lakeland which fixes telephone rates for the said town and which has been set up in opposition to the petition herein.

45 Fla. 600, City of Tampa vs. Tampa Water Works.

2. The existence of the said ordinance fixing rates for the said Company is nevertheless a matter to be considered in passing upon the questions now before us and the fact that the petitioner has willingly entered into the agreement embraced in the said ordinance is sufficient to impose upon the petitioner the duty of establishing by clear and convincing evidence its rights to the relief sought in this proceeding.

3. The Supreme Court of the United States has said:

"The basis of all calculations as to the reasonableness of rates \* \* \* must be the fair value of the property being used \* \* \* and in order to ascertain that value

the original cost of construction,

the amount expended in permanent improvements,

the amount and market value of its bonds and stock,

the present as compared with the original cost of construction,

the probable earning capacity of the property under particular votes prescribed \* \* \*

and the sum required to meet operating expenses

are all matters for consideration and are to be given such weight as may be just and right in each case. We do

not say that there may not be other matters to be regarded in estimating the value of the property." 169 U. S. 466, *Smythe vs. Ames*.

4. It is the opinion of the Commissioners that in the showing made in this cause the petitioner has not met all of the tests and requirements laid down in the foregoing language.

5. The appraised value of the Lakeland Exchange shown by the financial statement submitted by petitioner cannot be taken as of itself a sufficient and conclusive showing of the present value of the properties in question. It was shown by a witness for petitioner that the physical properties of the Lakeland Exchange are worth probably \$25,000.00. It is shown by petitioner's financial statement that its earnings for the year 1911 amounted to about 4% on \$25,000.00 after an allowance of 10% for depreciation. The estimated increase of revenue that would follow the increase of rates, which is now sought, would result in a probable return to the company of about 12% on \$25,000.00, in addition to the allowance of 10% for depreciation.

6. The petitioner is unable as clearly appears from the evidence, to show a complete financial history of its investments in the Lakeland Exchange. It is unable to show the amount of the original investment or of the subsequent and additional investments. These items are of importance for purposes of comparison with present values, as a basis for determining depreciation and for figuring a just allowance of profits. It is unfortunate that there is no complete showing on these points; and in the nature of the case the misfortune must fall upon the petitioner.

It is, therefore, the opinion of the Commissioners that under the facts appearing, they ought not to authorize an increase of rates, because the petitioner has not discharged the burden resting upon it and has not presented a case sufficiently clear to justify the change. The Commissioners cannot undertake by their action to guarantee to any Company a particular percentage upon its investment and where it appears that the investment is probably earning 4% on the valuation of the property, we would not be justified in interfering unless much stronger evidence were presented than has been in this case.

It is possible that a general inquiry into the matter of telephone rates within the State of Florida might develop

facts which could be taken in connection with the facts already brought out in this case as sufficient to justify the relief prayed.

It is, therefore, ordered and adjudged that the prayer of the petitioner be and it is hereby denied; but it is further ordered that this matter may be re-opened hereafter upon motion of the petitioner or by the Commissioners upon their own initiative, whenever the Commissioners shall have completed a general inquiry into the matter of telephone rates.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, Florida, this 31st day of August, A. D. 1912.

N. A. BLITCH, Acting Chairman.

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ORDER NO. 368.

FILE NO. 3259.

**BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.**

**IN THE MATTER OF THE ERECTION OF A COMBINATION FREIGHT AND PASSENGER DEPOT AT  
FOUNTAIN, A STATION ON THE ATLANTA AND  
ST ANDREWS BAY RAILWAY.**

After due notice given in writing to the Atlanta and St. Andrews Bay Railway Company, this matter came on for consideration on the 3rd day of September, 1912, at ten o'clock in the morning, and the said Railway Company having agreed in writing to the terms of this order;

Now therefore, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find that Fountain is a station on the Atlanta and St. Andrews Bay Railway in this State, and that the said station is now without adequate depot facilities for the proper handling of freight, and without passenger accommodations.

It is therefore ordered and adjudged that the said Atlanta and St. Andrews Bay Railway Company shall



construct a combination freight and passenger depot at the said station which shall contain a freight warehouse with floor space not less than 720 square feet, a waiting room for white passengers to contain floor space of not less than 180 square feet, and a waiting room for colored passengers to contain floor space of not less than 180 square feet. The said depot shall be provided with necessary platforms and other facilities adopted to the needs of the traveling public at the said station.

It is further ordered that the erection of the said depot shall be completed on or before the 15th day of October, 1912.

Done and ordered by the Railroad Commissioners of the State of Florida in open session at Tallahassee, the Capital, this 3rd day of September, 1912.

R. HUDSON BURR, Chairman.

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ORDER NO. 369.  
FILE NO. 3206.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION OF A JOINT  
PASSENGER STATION BY THE ATLANTIC  
COAST LINE RAILROAD COMPANY AND THE  
SEABOARD AIR LINE RAILWAY IN THE TOWN  
OF BARTOW.

After due notice to the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway, this matter came on for consideration at the Court House in Bartow, Florida, on the 21st day of August, 1912, the said Seaboard Air Line Railway appearing by Mr. W. L. Sedden, Chief Engineer, and Honorable W. J. Oven, Division Counsel, the said Atlantic Coast Line Railroad Company appearing by Mr. M. Riddle, General Superintendent; the original petitioners appearing by Honorable W. J. Brady, their counsel; The Board of Trade of Bartow appearing by J. G. Gallamore Esq., and Messrs. Albritton, Goode, Wilson, Hutton and Bailey appearing for the

various petitioners, all of whom were fully heard. The Commissioners also inspected the various locations suggested for a joint station, and thereupon the matter was taken under advisement.

Now, on this day, the said matter coming on for further consideration, and the Commissioners being advised in the premises, do find that the Atlantic Coast Line Railroad passes through Bartow; that the Seaboard Air Line Railway Company owns right-of-way through the said town to the right-of-way of the said Atlantic Coast Line Railroad; and that each of said companies engaged in transporting passengers from points in Florida to other points in Florida; and that upon the completion of the said Seaboard Air Line Railway to Bartow, Bartow will be the connection point from which passengers traveling to points on one of said lines to points on the other of said lines will be transferred; that for the proper accommodation of the traveling public the said Atlantic Coast Line Railroad Company and the said Seaboard Air Line Railway ought, in view of the conditions shown at said hearing, to be required to erect and maintain a joint passenger station at the said Town of Bartow.

That in view of the said conditions, the location hereinafter described is the most feasible location for said station because of its reasonable convenience to the said Town of Bartow and its proximity to the said lines of railroad, and that the said companies now own the lands whereon it appears most feasible to locate said station.

Wherefore, we, the said Railroad Commissioners of the State of Florida, do hereby order and adjudge that the said Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway shall erect a joint passenger station at the said Town of Bartow, and that the said station shall be provided with separate waiting rooms and ticket windows for the white and colored races, according to law, the waiting room for white persons to have floor dimensions of at least 650 square feet, and the waiting room for colored persons to have floor dimensions of at least 440 square feet; that suitable toilet rooms for each sex shall be provided for white passengers and suitable toilet rooms for each sex for colored passengers; and that suitable sheds, platforms and walks, and a suitable baggage room shall be provided; that adequate lights and all other facilities and conveniences necessary and suitable

ble for the proper operation of the said station shall be provided; and that the said station shall be located at the intersection of the Atlantic Coast Line Railroad with the Seaboard Air Line Railway extended from its present proposed terminus along the right of way now owned by the said Seaboard Air Line Railway, the said station to be adjacent to the said Atlantic Coast Line Railroad and west thereof, and adjacent to the said Seaboard Air Line Railway when completed to the said intersection and south of the said Seaboard Air Line Railway.

It is further ordered that the said Companies submit to us plans of the said station building, sheds, platforms and other facilities on or before the 6th day of October, 1912, in order that we may determine the sufficiency and suitability thereof, and that the work of constructing the said station shall be prosecuted to completion with reasonable diligence, and that the said work shall be completed on or before the 15th day of January, 1913.

Done and ordered by the Railroad Commissioners of the State of Florida in open session at their office in the City of Tallahassee, this 6th day of September, 1912.

R. HUDSON BURR,  
Chairman.

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ORDER NO. 370.  
FILE NO. 3217.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF HAULING FREIGHT CARS IN  
ANY AND ALL PASSENGER TRAINS OF THE  
GEORGIA SOUTHERN & FLORIDA RAILWAY  
COMPANY.

After due notice in writing to the Georgia Southern & Florida Railway Company, this matter came on for consideration at the office of the Railroad Commissioners of the State of Florida in the City of Tallahassee on the 19th day of July, 1912, at ten o'clock in the morning, the said Georgia Southern & Florida Railway Company appearing by Mr. J. B. Munson, Vice-President and General

Mauager, Mr. H. Hatcher, Superintendent, and Mr. A. DeSola Mendes, Vice-President and Traffic Manager of the Tampa and Jacksonville Railway Company, appearing in behalf of his company, who were fully heard, and thereupon the said matter was taken under advisement.

Now, therefore, this matter having come on for further consideration, and having been fully considered, and the Commissioners being well advised in the premises, do hereby order and adjudge that the said Georgia Southern & Florida Railway Company shall cease and desist from the hauling of any freight cars in or as a part of those passenger trains heretofore operated by the said company and known and designated as Train No. 13 and Train No. 14, and that this order shall take effect on the 20th day of September, 1912.

Done and ordered by the Railroad Commissioners of the State of Florida in open session at the City of Tallahassee this 6th day of September, 1912.

R. HUDSON BURK, Chairman.

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ORDER NO. 371.  
FILE NO. 3306.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE ADOPTION OF A PROPOSED SCHEDULE OF RATES AND A CLASSIFICATION FOR USE BY THE SOUTHERN EXPRESS COMPANY IN THE SHIPMENT AND HANDLING OF FRUITS, VEGETABLES AND STRAWBERRIES BETWEEN POINTS IN THIS STATE.

After due notice to the Southern Express Company, this matter came on for consideration by the Railroad Commissioners of the State of Florida on the 3rd day of September, 1912, at ten o'clock in the morning, at their office in the City of Tallahassee, the said Southern Express Company being present by C. M. Williams, Second Vice-President, J. B. Hockaday, General Manager, C. C. Wolfe, Superintendent, W. K. Haile, Superintendent, J. D. Pat-

terson, Jr., Superintendent in charge of Traffic, W. G. Hughes, of the Traffic Department, C. G. McCormick, Route Agent, and Robert C. Alston, General Counsel, who were fully heard, and thereupon the matter was taken under advisement.

And the said matter coming on for further consideration, the Commissioners being fully advised in the premises, do find that the charges heretofore exacted by the said Southern Express Company for intra-state shipments of fruits and vegetables and strawberries within this State passing over two or more lines of railroad not under the same management or control are excessive, unjust and unreasonable, and that a reasonable charge for such shipments would be:—

For shipments over two roads, the sum of the local rates on each road, less twenty per cent. for the distance hauled on each road;

For shipments over three or more roads, the sum of the local rates on each road, less thirty per cent. for the distance hauled over each road;

And they do further find that the classification of fruit and vegetables heretofore in use by said Southern Express Company for intrastate shipments within this State ought to be amended so as to read as hereinafter prescribed and set out.

Wherefore, it is ordered and adjudged by the Railroad Commissioners of the State of Florida that the said Southern Express Company shall on all intra-state shipments of fruit and vegetables and of strawberries within this State passing over two or more lines of railroad not under the same management or control exact or charge no more than the following maximum rates, to-wit:—

On shipments over two roads the maximum rate shall be the sum of the local rates on each road, less twenty per cent. for the distance hauled on each road;

On shipments over three or more roads the maximum rate shall be the sum of the local rates on each road, less thirty per cent. for the distance hauled on each road.

And it is further ordered that the said Southern Express Company shall adopt and use the following classification of fruits and vegetables for intra-state shipments within this State, to-wit:—

## CLASSIFICATION.

## Tariff "A."

Fruit: Oranges, Lemons, Limes\*, Grapefruit, Pine-apples, in standard crates of 80 pounds. Barrels or barrel crates double the crate rate.

\*Limes, in standard crates of 50 pounds, Tariff "B."

## Tariff "B."

Fruit: Peaches, Pears, Gnavas, Persimmons, Sapodillas, Mangoes, Alligator Pears and like articles, in standard crates of 50 pounds.

Vegetables: Beans, Beets, Cauliflower, Okra, Tomatoes, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes, and like articles, in standard crates of 50 pounds. Barrels or barrel crates, double the crate rate.

And it is further ordered and adjudged that the said Southern Express Company shall cease and desist from charging or exacting upon intra-state shipments of fruit and vegetables and of strawberries within the State of Florida, over two or more lines of railroad not under the same management or control, any rates in excess of the rates hereinbefore prescribed.

And it is further ordered that this order shall take effect on the 25th day of October, 1912.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, this 19th day of September, 1912.

R. HUDSON BURR, Chairman.

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ORDER NO. 372.  
FILE NO. 3255.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSER AMENDMENT  
TO RULE 19 OF THE RULES GOVERNING THE  
TRANSPORTATION OF FREIGHT.

After due notice dated the 10th day of June, 1912, to

all railroads and railroad companies doing intrastate business in the State of Florida, this matter came on for consideration on the 17th day of July, 1912, at 10 o'clock in the morning at the office of the Railroad Commissioners of the State of Florida in the City of Tallahassee, the following railroads and railroad companies being present by their representatives, viz:—Atlantic Coast Line Railroad Company by J. F. Mead, Division Freight Agent; Seaboard Air Line Railway by B. C. Prince, Assistant General Freight Agent, and W. J. Oven, Division Counsel; Florida East Coast Railway Company by Fred T. Myers for Alex St. Clair Abrams, Counsel, and F. W. Kirtland, General Freight Agent; Louisville & Nashville Railroad Company by E. A. de Funiak, General Freight Agent; Georgia, Southern & Florida Railway Company by J. B. Munson, Vice President and General Manager, J. E. Hall, Division Counsel, and J. M. Cutler, General Freight Agent; Ocala Northern Railroad Company and Ocala & Southwestern Railroad Company by S. P. Hollinrake, Superintendent of the Ocala Northern Railroad Company; Apalachicola Northern Railroad Company by J. H. Hodges, General Freight Agent, and W. J. Oven, Counsel; Florida Central Railroad Company by C. F. Fincher, Traffic Manager; Charlotte Harbor & Northern Railway Company by C. B. McCall, General Freight Agent; Georgia, Florida & Alabama Railway Company by C. J. Acosta, Traffic Manager, and Fred T. Myers, Division Counsel; Live Oak, Perry & Gulf Railway Company by D. M. Lewis, General Freight Agent, and O. O. McCollum, Counsel; Marianna & Blountstown Railroad Company by T. J. Milhollin, Superintendent, and Paul Carter, Counsel; Tampa & Jacksonville Railway Company by A. deSola Mendes, Vice-President and Traffic Manager; the Georgia-Florida Saw Mill Association and the Standard Turpentine Company by Chas. A. Bland, Traffic Manager; all of whom were fully heard.

Upon motion of the Florida East Coast Railway Company and other carriers represented at said hearing it was ordered that the time for considering and acting upon this matter be extended for thirty days, so as to enable the said Florida East Coast Railway Company and the other carriers who might so elect, to prepare and file such further statistical information as they might deem necessary to properly sustain their several defenses.

And now on this 19th day of September, 1912, the

said matter coming on for full and final consideration of the whole case, the said Commissioners being advised in the premises, it is ORDERED and ADJUDGED by the Railroad Commissioners of the State of Florida that Rule No. 19 of the Rules Governing the Transportation of Freight, heretofore made and established by the said Railroad Commissioners, be and the same is hereby amended so that the same shall read as follows:

"19. On intrastate shipments of freight, not governed by Rule 1, which shall pass over the whole or portions of two or more roads not under the same control, the maximum rate charged shall be, in the case of shipments so passing over two such roads, not greater than the sum of the local rates on such freights, less ten per cent, for the distance hauled over each road, and, in the case of shipments so passing over three or more such roads, not greater than the sum of the local rates on such freights, less twenty per cent, for the distance hauled over each road. The total rate thus ascertained on such freights from the point of shipment to the point of destination shall be divided in such proportion between the railroads over which such freights pass as to give to each railroad interested in the shipment its local rate less ten per cent, in the case of shipments over two roads, and less twenty per cent in the case of shipments over three or more roads, for the distance such shipment is hauled, conditioned upon the initial line delivering the traffic to the delivering line at its nearest junctional point.

"Nothing in this rule shall be construed to prevent the total of any joint rate made under this rule from being divided in such proportions between the roads interested in the same as they may agree upon, but a failure to so agree between the roads interested shall in no way affect the total joint rate to be charged and collected on, or work delay in the transportation of such freight, or be a subject of appeal to the Commission by the roads at interest."

And it is further ordered that this order shall take effect on the 22nd day of October, 1912.

WITNESS the hand of the Chairman of the said Railroad Commissioners, affixed in open session and by their order, this 19th day of September, 1912.

R. HUDSON BURR,  
Chairman.



ORDER NO. 373.  
FILE NO. 2751.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF INVESTIGATION TO DETER-  
MINE WHETHER OR NOT ORDER NO. 244, FIX-  
ING AND PRESCRIBING A SCHEDULE OF  
FREIGHT AND PASSENGER RATES FOR THE  
GREENVILLE SOUTHERN RAILWAY COMPANY  
OUGHT TO BE REVOKED, ETC.

After due notice dated the 4th day of August, 1912, that this matter would come on for consideration on the 17th day of September, 1912, at ten o'clock a. m., the said hearing was upon request of the said Greenville Southern Railway Company, postponed to the 20th day of September, 1912, and thereupon on said 20th day of September, 1912, at ten o'clock in the morning, said matter came on for consideration and then and there appeared in behalf of the said Greenville Southern Railway Company, Messrs. John B. Hutcheson and John L. Neeley, Counsel, and Mr. Charles A. Bland, Traffic Manager of the Georgia-Florida Saw Mill Association, all of whom were fully heard, and on motion of the said Greenville Southern Railway Company said hearing was continued to the 8th day of October, 1912, at ten o'clock in the morning, and on said 8th day of October, 1912, the said matter came on for further consideration and then and there appeared for the said Greenville Southern Railway Company, the same persons that appeared at former hearing, and also Mr. J. L. Evans, Secretary and Treasurer of said Company, all of whom were fully heard, and the said matter was thereupon taken under advisement.

And now on this day, being fully advised in the premises, the Railroad Commissioners of the State of Florida do find that the said Greenville Southern Railway Company ought not to be longer deemed and considered a common carrier and is not entitled to the rights and privileges of common carriers in this State, and the said Railroad Commissioners do order and adjudge that Order No. 244, fixing and prescribing a schedule of freight and passenger rates for the said Greenville Southern Railway, which was made and entered by the said Railroad Com-

missioners on the 14th day of November, 1908, be and the same is hereby revoked.

Done and ordered by the Railroad Commissioners of the State of Florida at Tallahassee this 8th day of October, 1912.

R. HUDSON BURR,  
Chairman.

ORDER NO. 374.  
FILE NO. 1573-J.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE INVESTIGATION TO DETERMINE WHETHER THE SEABOARD AIR LINE RAILWAY OUGHT TO BE REQUIRED TO ADOPT, OBSERVE AND ENFORCE THAT PART OF ORDER NO. 306 RELATING TO FERTILIZER MATERIALS.

After due and lawful notice to the Seaboard Air Line Railway that this matter would come on for consideration on the 18th day of September, 1912, before the Railroad Commissioners at their office in Tallahassee, at 11 o'clock in the morning, upon motion of the said Seaboard Air Line Railway, the said hearing was postponed to the 2nd day of October, 1912; and on said 2nd day of October, 1912, at 10 o'clock in the morning, the said matter came on for consideration before the said Railroad Commissioners of the State of Florida; and then and there appeared for the Seaboard Air Line Railway W. A. Witt, Superintendent; E. D. Kyle, General Freight Agent, and W. J. Owen, Division Counsel, all of whom were fully heard, and the said matter was thereupon taken under advisement.

And now on this day, being fully advised in the premises, the said Railroad Commissioners of the State of Florida do find that by their Order No. 306, made and entered the 19th day of August, 1910, the Railroad Commissioners' Classification No. 3 was amended in certain respects, and the said Seaboard Air Line Railway did put in and observe all of the changes and amendments of the said Classification specified in the said Order No.

306 except that portion of the said Order which related to fertilizer material, and which will hereinafter be fully set out.

And it is ordered and adjudged by the said Railroad Commissioners that the said Seaboard Air Line Railway put in, adopt, observe and enforce those amendments to the said Railroad Commissioners' Classification No. 3, which are contained and set out in that part of the said Order No. 306, herein before referred to, and which reads as follows, to-wit:

"3rd. On page 31 under the head of "Fertilizers" add the following:

Fertilizer material, viz: Dried Blood, Azotine, Hoof Meal, King Crab, Leather Meal, Wool and Hair Waste, Horn Meal, Nitrate of Soda, Sulphate of Ammonia, Nitrate of Ammonia, Tankage, Dried Fish Scrap, Ground Fish Scrap, Raw Bone Meal, Steamed Bone Meal, Dissolved Bone Meal, Nitrate of Potash, Cotton Seed Meal, Castor Pomace, Linseed Meal, Dried Sheep Manure, Natural Guanos, Bat Guano, High Grade Phosphate, Low Grade Acid Phosphate, Concentrated Superphosphate, Dissolved Bone Black, Bone Black, Bone Ash, Thomas Slag, Soft Phosphate, Floats, Manure Salts, Raw Bone, Dissolved Bone, Steamed Bone, High Grade Sulphate of Potash, Low Grade Sulphate of Potash, Muriate of Potash, Carbonate of Potash, Kainit, Sylvinit, Wood Ashes, Tobacco Stems (Whole and Ground), Tobacco Stalks (Whole and Ground), Cotton Hull Ashes, Lobster Shells, Muck, Peat, Mussels, Crude Fish Scrap, Gypsum (Land Plaster)—Min. car 30,000 lbs., 75% of M."

And it is further ordered that this order shall take effect on the 15th day of November, 1912, or earlier, at the option of the said Seaboard Air Line Railway.

Done and ordered by the Railroad Commissioners of the State of Florida in open session at their office in Tallahassee this 8th day of October, 1912.

R. HUDSON BERR, Chairman.

ORDER NO. 375.  
FILE NO. 3015.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE ALLEGED VIOLATION  
BY THE LOUISVILLE & NASHVILLE RAILROAD  
COMPANY OF ORDERS RELATING TO THE EN-  
LARGEMENT OF THE PASSENGER DEPOT AND  
FACILITIES AT DEFUNIAK SPRINGS.

Whereas, the Railroad Commissioners of the State of Florida did, on the 17th day of June, 1912, make and enter their certain Order No. 361 in the matter of the enlargement of the passenger depot and facilities at Defunniak Springs, a station on the line of railway of the Louisville & Nashville Railroad Company in this State; and Whereas, by the terms of the said order, the said Louisville & Nashville Railroad Company was ordered and required to enlarge its waiting rooms for white and colored passengers and to enlarge its sheds and platforms, and in certain respects to re-arrange and re-construct the toilet rooms in the said depot, and to discontinue the use of kerosene lamps in the said depot and to provide for adequately lighting the same with electric lights or other lights of power and efficiency equal to electric lights, and to make other changes; and

Whereas it was further ordered and required therein that the said improvements should be begun on or before the 15th day of July, 1912, and that the said work should be completed and the said order fully complied with on or before the 15th day of September, 1912; and Whereas, at the written request of the said Louisville & Nashville Railroad Company, dated the 24th day of June, 1912, the said Commissioners did, on the 6th day of July, 1912, modify the aforesaid Order to this extent, to-wit:—That the said Louisville & Nashville Railroad Company was notified that instead of the baggage room of the dimensions prescribed in the said Order the said Commissioners would accept a baggage room measuring 19 feet by 20 feet as a sufficient compliance with that part of the said order prescribing the dimensions of the baggage room; and

And whereas, charges were made that the said Louisville & Nashville Railroad Company had violated or disregarded the said Order No. 361 and the said Order No. 361 as modified at said Company's request on the 6th day of July, 1912, in that the said Louisville & Nashville Railroad Company did not complete the said work as pre-

scribed in the said Order No. 361 or as prescribed in the said Order as modified, as aforesaid, on or before the 15th day of September, 1912, and in that the said order was not fully complied with by the said Louisville & Nashville Railroad Company on or before the said 15th day of September, 1912; and

Whereas, by due and lawful notice in writing, served on the 17th day of September, 1912, the said Louisville & Nashville Railroad Company was notified that the said charges would be heard on the 8th day of October, 1912; and Whereas, in accordance with the said notice, the Railroad Commissioners of the State of Florida were in session at their office in the City of Tallahassee on said 8th day of October, 1912, at ten o'clock in the morning, to hear and consider the said charges, and to determine the truth thereof, and also to hear and consider what penalty should be imposed upon the said Louisville & Nashville Railroad Company for disregarding and violating the order or orders of the said Railroad Commissioners, as aforesaid, in case it should be found guilty of the said charges; at which meeting the said Louisville & Nashville Railroad Company appeared by Mr. E. O. Saltmarsh, Superintendent, and Judge A. C. Blount, Jr., Counsel; and

Whereas, the said case was fully heard and was taken under advisement;

Now, Therefore, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find that the said Louisville & Nashville Railroad Company did not complete the work prescribed and required in and by the said Order No. 361, or the work prescribed and required by the said Order as modified, on or before the 15th day of September, 1912, and that the said Order was not fully complied with on or before the said 15th day of September, 1912, and that the said Louisville & Nashville Railroad Company made no application to the said Railroad Commissioners for an extension of the time in which to complete the said work. And the said Railroad Commissioners do find and adjudge that the said Louisville & Nashville Railroad Company is guilty of violating or disregarding the said orders of the said Railroad Commissioners, as charged, and that the said Louisville & Nashville Railroad Company has thereby incurred a penalty which is hereby fixed and imposed in the sum

of Two Hundred and Fifty (\$250.00) Dollars, which the said Louisville & Nashville Railroad Company is required to pay promptly to the State Treasurer, with interest, as provided by law.

Done and ordered by the Railroad Commissioners of the State of Florida in open session at their office in the City of Tallahassee this 8th day of October, 1912.

R. HUDSON BURR,  
Chairman.

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ORDER NO. 376.  
FILE NO. 2962.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE PHYSICAL CONDITION  
OF THE LINE OF RAILWAY OF THE TAVARES  
& GULF RAILROAD COMPANY.

This matter came on for consideration at the office of the Commissioners in the City of Tallahassee on the 17th day of September, 1912, at 10 o'clock in the morning, in pursuance of due notice to the said Tavares & Gulf Railroad Company, and the said Company was then and there present by C. A. Carpenter, General Manager, and W. J. Owen, Counsel, who were fully heard. And thereupon the matter was taken under advisement.

And now on this day, the said matter coming on for further consideration, and the Commissioners being advised in the premises, the said Railroad Commissioners of the State of Florida do find and adjudge that the said line of railway of the Tavares & Gulf Railroad Company ought to be put in better condition so as to make the same reasonably safe for the passage of trains over it at an ordinary rate of speed, and that in order to put the said line of railway in such reasonably safe condition, it is necessary to remove all rotten and unsound cross-ties from the said company's track and to replace the same with sound cross-ties, and to lay certain additional cross-ties in the said track, and to remove all broken plates and

insecure bolts from rail joints and to replace the same with sound and safe plates and bolts, and to put the said railroad track in proper surface and alignment; and that there were in the said railroad track on the 13th day of August, 1912, 14,000 cross-ties which were so far rotten and unsound as to require that they be removed and replaced with sound cross-ties, and that in certain places the ties in the said railroad track are spaced too far apart and that additional ties should be laid so as to bring up the number of ties in said track to an average of 16 ties to the thirty-foot rail;

WHEREFORE it is ordered and adjudged by the Railroad Commissioners of the State of Florida that the said Tavares & Gulf Railroad Company do proceed with all due despatch to remove from its said track so many of the said 14,000 rotten and unsound cross-ties as have not been removed and replaced with sound cross-ties since said 13th day of August, 1912, and to replace the same, as fast as they are removed, with sound cross-ties, and to remove all broken plates and insecure bolts from the rail joints in its said track and to replace the same with sound and safe plates and bolts, and to put its said railroad track in proper surface and alignment.

And it is further ordered that so long as the said Tavares & Gulf Railroad Company shall remove such rotten and unsound cross-ties and replace the same with sound cross-ties to the number of 2,000 in each month, beginning on the 15th day of October, 1912, and so long as said Company shall properly surface and align during each month those parts of its said railroad where such ties have been removed and replaced during said month, and so long as all broken plates and insecure bolts are removed from rail joints and replaced with sound and safe plates and bolts during each month over those portions of said railroad where such cross-ties are removed, and replaced during the said month, as above prescribed, the said work shall be deemed and considered as proceeding with due despatch in accordance with the terms of this order, but if the said work shall not proceed during each month as aforesaid at the rate above prescribed, or if the said work herein prescribed shall not be fully completed on or before the 15th day of May,

1913, any such failure shall be deemed and held to be a violation of this order.

DONE AND ORDERED by the said Railroad Commissioners of the State of Florida in open session at their office in the City of Tallahassee this 8th day of October, 1912.

R. HUDSON BURR, Chairman.

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ORDER NO. 377.  
FILE NO. 3322.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE INVESTIGATION TO DETERMINE WHETHER OR NOT THE TAMPA NORTHERN RAILROAD IS UNDER THE MANAGEMENT OR CONTROL, BY LEASE, OWNERSHIP, OR OTHERWISE, OF THE SEABOARD AIR LINE RAILWAY, OR WHETHER THE MAJORITY OF ITS STOCK IS OWNED, EITHER DIRECTLY OR INDIRECTLY, BY THE SAID SEABOARD AIR LINE RAILWAY, AND WHETHER OR NOT THE SAID TWO CONNECTING LINES SHOULD, FOR THE PURPOSES OF TRANSPORTATION, IN APPLYING THEIR SCHEDULES OF FREIGHT RATES FOR THE TRANSPORTATION OF FREIGHT WHOLLY WITHIN THIS STATE, BE CONSIDERED AS CONSTITUTING BUT ONE AND THE SAME RAILROAD, ETC.

Due and lawful notice having been given to the Seaboard Air Line Railway and the Tampa Northern Railroad Company that this matter would be heard on the 18th day of September, 1912, and said hearing having been, at the request of the said Seaboard Air Line Railway and the said Tampa Northern Railroad Company, postponed to the 2nd day of October, 1912, the said matter came on for consideration at the office of the Railroad Commissioners of the State of Florida in the City of Tallahassee on the 2nd day of October, 1912, at ten o'clock in the morning, the said Seaboard Air Line Rail-



way being present by W. A. Witt, Superintendent, E. D. Kyle, General Freight Agent, and W. J. Oven, Division Counsel, and the said Tampa Northern Railroad Company being present by W. J. Oven, Counsel, all of whom were fully heard.

And now on this day, the said Commissioners having considered the joint and several answer of the said Seaboard Air Line Railway and the Tampa Northern Railroad Company, which questions the authority of the Commissioners in the premises but does not deny the allegations that the said companies are operating lines of railway between points in this State under the management or control, by lease, ownership, or otherwise, of one and the same company, and having considered the annual reports of the said Seaboard Air Line Railway and the Tampa Northern Railroad Company, do find:

That the said Tampa Northern Railroad Company is under the management and control of the Seaboard Air Line Railway, and that the Seaboard Air Line Railway is the owner of a majority of the stock of the said Tampa Northern Railroad Company, and is the owner, directly or indirectly, of all of the stock of the said Tampa Northern Railroad Company;

And the said Railroad Commissioners do further find, order and adjudge that the lines of railway of the said Seaboard Air Line Railway and the said Tampa Northern Railroad Company shall, for the purposes of transportation, in applying their schedules of freight rates for the transportation of freight wholly within this State, be considered as constituting but one and the same railroad, and that the rates shall be computed as upon parts of one and the same railroad, according to the provisions of Rule 1 of the Rules Governing the Transportation of Freight, prescribed in the said Railroad Commissioners, and not as joint rates.

And it is further ordered that the freight rates heretofore prescribed for the Seaboard Air Line Railway shall apply to the said Tampa Northern Railroad, and that the said rates shall be applied and enforced and have full force and effect upon the said Tampa Northern Railroad.

And it is further ordered that this order shall take effect on the 19th day of October, 1912, or earlier, at the option of the said companies.

Done and ordered by the Railroad Commissioners of the State of Florida at Tallahassee this 12th day of October, 1912.

R. HUDSON BURR, Chairman.

ORDER NO. 378.  
FILE NO. 3365.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER  
RATES FOR THE GULF, FLORIDA & ALABAMA  
RAILWAY COMPANY.

This matter coming on this day for consideration upon the application of the Gulf, Florida & Alabama Railway Company for an order prescribing freight and passenger rates for the said Railway, and the Commissioners being fully advised in the premises, it is hereby ordered and adjudged that the following schedule of freight rates be allowed and prescribed for the use of the Gulf, Florida & Alabama Railway Company, the same to be governed by the classification of the Florida Railroad Commission from and after this date:

(See rates elsewhere in report.)

It is further ordered that the local mileage rates on sugar-cane to sugar and syrup factories, and rates on cotton pressed in bales as shown on page 136 and the local mileage rates on fruits and vegetables as shown on pages 140 and 141 of the Fifteenth Annual Report of the Railroad Commission, are hereby prescribed for the said Gulf, Florida & Alabama Railway Company, and

It is further ordered that the said Railway Company will be allowed the following passenger rates:

Straight, one way fare, 4c per mile:

Round trip ticket, good for 5 days exclusive of day of sale, 3c per mile.

It is further ordered that the above rates as prescribed shall become effective November 25th, 1912.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee this 25th day of October, A. D. 1912.

N. A. BLITCH,  
Acting Chairman.

ORDER NO. 379.  
FILE NO. 3209.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE LOCATION AND EREC-  
TION OF A DEPOT AT ST. MARKS, FLORIDA.

WHEREAS, by our order No. 364, entered in this matter on the 3rd day of August, 1912, the Seaboard Air Line Railway was required to construct a depot at St. Marks, Florida; and WHEREAS the said Seaboard Air Line Railway has this day presented its petition showing that it is impossible to complete the said depot within the time prescribed in the said order and praying an extension of time for completion of the said depot to the 1st day of January, 1913;

NOW, THEREFORE, upon consideration of the said petition, it is ORDERED by the Railroad Commissioners of the State of Florida that the time for the completion of the said depot at St. Marks, Florida, be and is hereby extended to the 1st day of January, 1913.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida in open session at the Capital this 31st day of October, 1912.

N. A. BLITCH, Acting Chairman.

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ORDER NO. 380.  
FILE NO. 3267.

IN THE MATTER OF THE ALLEGED VIOLATION  
BY THE SEABOARD AIR LINE RAILWAY AND  
THE OCALA NORTHERN RAILROAD COMPANY  
OF RULE 18 OF THE RULES GOVERNING THE  
TRANSPORTATION OF FREIGHT BY COLLECT-  
ING OVERCHARGES FROM THE LONG LUMBER  
COMPANY.

This matter having come on for consideration on the 16th day of July, 1912, at 11 o'clock in the morning, the said Seaboard Air Line Railway appeared by B. C. Prince,

Assistant General Freight Agent, and W. J. Oven, Division Counsel, and the said Ocala Northern Railroad Company appeared by S. P. Hollinrake, Superintendent. And the said cause having been fully heard and taken under advisement, it is now ordered and adjudged that the said charges be and they are hereby dismissed.

DONE AND ORDERED by the said Railroad Commissioners in session at their office in the City of Tallahassee this 11th day of November, A. D. 1912.

N. A. BLITCH, Acting Chairman.

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ORDER NO. 381.

FILE NO. 3270.

IN THE MATTER OF THE ALLEGED VIOLATION  
BY THE SEABOARD AIR LINE RAILWAY AND  
THE OCALA NORTHERN RAILROAD COMPANY  
OF RULE 18 OF THE RULES GOVERNING THE  
TRANSPORTATION OF FREIGHT BY COLLECT-  
ING OVERCHARGES FROM THE McNAIR LUM-  
BER COMPANY.

This matter having come on for consideration on the 16th day of July, 1912, at 11 o'clock in the morning, the said Seaboard Air Line Railway appeared by B. C. Prince, Assistant General Freight Agent, and W. J. Oven, Division Counsel, and the said Ocala Northern Railroad Company appeared by S. P. Hollinrake, Superintendent. And the said cause having been fully heard and taken under advisement, it is now ordered and adjudged that the said charges be and they are hereby dismissed.

DONE AND ORDERED by the said Railroad Commissioners in session at their office in the City of Tallahassee this 11th day of November, A. D. 1912.

N. A. BLITCH, Acting Chairman.

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ORDER NO. 382.

FILE NO. 3264.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

In the matter of the Petition of the Citizens and Town

Council of Cocoa, a station on the line of the Florida East Coast Railway, for improved and additional passenger depot facilities at said town.

On the 2nd day of November, 1912, at ten o'clock in the morning, pursuant to due and lawful notice in writing to the Florida East Coast Railway Company, this matter came on for consideration at the Town Hall in the town of Cocoa before Commissioners Blitch and Dunn, the petitioners appearing and being represented by Dr. W. L. Hugblett and Col. S. F. Travis, and the Florida East Coast Railway Company appearing by Mr. J. P. Beckwith, Vice-President and Honorable Alexander St. Clair Abrams, Counsel. And thereupon the parties were fully heard and the matter was taken under advisement.

Now, therefore, after due and further consideration, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find that Cocoa aforesaid is an important station on the line of the Florida East Coast Railway, to and from which the said Railway Company transports many passengers on their way from and to other points in this State, and that the present passenger depot, its facilities and conveniences, are insufficient for the safety, convenience and comfort of passengers; that the most feasible location for a passenger depot in said town, is the site of the existing passenger depot or adjacent thereto; and that the proposal to consolidate the Cocoa and Rockledge stations at a point between the two, as now located, is not practicable because separate stations have been voluntarily maintained by said Company at said places since the road was built and the two communities have become adjusted to present conditions, which ought not to be disturbed.

It is therefore ordered and adjudged that the said Florida East Coast Railway Company shall provide at said point upon the site of the existing passenger depot, or adjacent thereto, such enlarged and better depot facilities for passengers as shall be adequate to the needs of the traveling public and commensurate with the business demands and needs of the town of Cocoa; that said Company shall provide an adequate and sufficient depot building with a waiting room for white passengers to contain not less than 500 square feet of floor space, and a waiting room for colored passengers to contain not less than 350 square feet of floor space, together with an

ample baggage room; and shall provide alongside the track adjacent to the said depot building a platform at least 500 feet in length and of adequate width for the accommodation of the traveling public, which said platform shall be constructed of sound, durable and suitable material; and that said railway company shall provide a shed to extend alongside its said tracks so as to cover that portion of the said platform adjacent to the said depot building for at least a distance of 300 feet; and that suitable and adequate toilet rooms shall be prepared, one for each sex for the use of white passengers, and one for each sex for the use of colored passengers; and that said railway company shall provide for adequately lighting, at all reasonable hours of the night, the said station building and sheds and approaches thereto; and that whenever it is practicable, on just and reasonable terms, to secure service from any public electric lighting plant, such lighting shall be by electricity or by the use of lights other than kerosene of power and efficiency equal to electric lights;

And it is further ordered that said Florida East Coast Railway Company submit to us plans of the improvements herein on or before the 15th day of December, 1912, in order that we may determine the sufficiency and suitability thereof; and that the work of constructing the improvements herein required shall be begun on or before the 1st day of February, 1913, and shall be prosecuted to completion with all due despatch, and that this order shall be fully complied with on or before the 1st day of May, 1913.

It is further ordered that, as to the other permanent facilities demanded, the prayer of petitioners be denied; that as to heating said depot and providing for drinking water therein, the prayer of the petitioners be denied because there are now general rules and regulations covering these matters; and that as to matters not affecting facilities but affecting only the service rendered by said Company, the prayer of the petitioners be denied, subject however to the right to re-open this case upon these questions of service whenever occasion may require.

Done and ordered by the Railroad Commissioners of the State of Florida in session at Tallahassee this 15th day of November, 1912.

R. HUDSON BURR.  
Chairman.

ORDER NO. 383.  
FILE NO. 3308.

IN THE MATTER OF STATION FACILITIES AT  
- SOPCHOPPY.

This matter came on for consideration at the office of the Railroad Commissioners on the 25th day of October, 1912, at two o'clock in the afternoon, in pursuance of due notice dated September 27th, 1912.

Mr. J. C. Hodge appeared in behalf of the Petitioners and in behalf of the Georgia, Florida & Alabama Railway Company there appeared Messrs. T. S. Hawes, General Counsel, Fred T. Myers, Division Counsel, R. B. Coleman, General Manager, J. T. Waddell, Superintendent of Transportation.

It being made to appear to the Commissioners that the Georgia, Florida & Alabama Railway Company has provided facilities at Sopchoppy, Florida, which are satisfactory to the petitioners and that no further action is necessary in the matter, it is ordered that the petition be and it is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida at the Capital this 12th day of December, 1912.

R. HUDSON BURR, Chairman.

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ORDER NO. 384.  
FILE NO. 3097.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE ALLEGED VIOLATION  
BY THE FLORIDA EAST COAST RAILWAY COM-  
PANY OF RULE 7 OF THE GENERAL RULES.

This matter having come on for consideration on the 30th day of August, 1911, at ten o'clock in the morning in pursuance of notice dated the 15th day of August, 1911, and the said Florida East Coast Railway Company being then and there present by F. W. Kirtland, General

Freight Agent, and the said matter having been fully heard, and it being made to appear that the said Florida East Coast Railway Company was not guilty of the alleged violation, and no order having been entered formally dismissing the said matter, it is now ordered and adjudged by the Railroad Commissioners of the State of Florida that the said matter be and it is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee this 2nd day of January, 1913.

R. HUDSON BURR, Chairman.

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ORDER NO. 385.  
FILE NO. 3264.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE PETITION OF THE CITIZENS AND TOWN COUNCIL OF THE TOWN OF COCOA, A STATION ON THE LINE OF THE FLORIDA EAST COAST RAILWAY COMPANY, FOR IMPROVED AND ADDITIONAL PASSENGER FACILITIES AT SAID TOWN.

ORDER GRANTING RE-HEARING.

Now on this day comes on for consideration the motion of the Florida East Coast Railway Company for a rehearing upon Order No. 382 entered in the above matter on the 15th day of November, 1912, and upon consideration of the said motion it is ordered and adjudged by the Railroad Commissioners of the State of Florida that the said motion be and it is hereby granted and the said matter is reopened so far as to permit the said Florida East Coast Railway Company to be heard upon the matters set out in its petition for a rehearing, and the said matter is set for hearing before the said Railroad Commissioners at the Board of Trade Rooms in the City of Jacksonville, Florida, on the 21st day of January, 1913, at two o'clock in the afternoon. And it is further ordered



that a copy of this Order shall be served upon the said Florida East Coast Railway Company as notice of the time and place of said hearing.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee this 10th day of January, 1913.

R. HUDSON BURR, Chairman.

ORDER NO. 386.

FILE NO. 3334.

IN THE MATTER OF THE VIOLATION BY THE  
LIVE OAK, PERRY & GULF RAILROAD COMPANY,  
OF CHAPTER 5895 OF THE LAWS OF FLORIDA,  
ACTS OF 1909, BY ISSUING A FREE PASS TO E.  
A. HODGE.

Whereas, charges were made against the Live Oak, Perry & Gulf Railroad Company of having violated or disregarded Chapter 5895 of the Laws of Florida, Acts of 1909, by issuing a free pass to one E. A. Hodge; and

Whereas the said Live Oak, Perry & Gulf Railroad Company had due and lawful notice of said charges, in that written notice was served upon said Live Oak, Perry & Gulf Railroad Company under date of September 17th, 1912, that the Railroad Commissioners of the State of Florida would be in session on the 30th day of September, 1912, at ten o'clock in the morning, to hear and consider the said charges and to determine the truth thereof, and also to hear and consider what penalty, if any, should be imposed upon said Company in case it should be found guilty of the said charges; and

Whereas the said Live Oak, Perry & Gulf Railroad Company duly appeared, pursuant to said notice, by its attorneys McCollum & Harrell, and the said matter was then taken under advisement;

Now on this day, upon further consideration of the said matter, we, the said Railroad Commissioners of the State of Florida, do find that the said Live Oak, Perry & Gulf Railroad Company did within twelve months last past issue a free pass to the said E. A. Hodge; and that the said E. A. Hodge was not at the time of the issuance

of the said pass an officer of said company nor an employee, pensioner, or disabled employee of said company, nor traveling to accept or leave the employment of said company, nor was he a member of the immediate family of any such person dependent upon him; that the said E. A. Hodge was not the physician or surgeon or the salaried attorney-at-law of said company; nor was he employed on sleeping, parlor, dining or express cars hauled by said company; nor was he a baggage soliciting agent for said company, nor a newsboy on duty; that the said E. A. Hodge was not a minister of religion engaged in general mission work, nor a traveling secretary of any Railroad Young Men's Christian Association, nor a Confederate Soldier going to the State Home for Confederate Soldiers to become an inmate thereof, or returning after discharge; nor was he an indigent, homeless or destitute person transported by charity or an agent employed in such transportation, nor was he exclusively engaged in charitable or eleemosynary work; nor was he a person injured in a wreck, nor the physician, surgeon, relative or friend of any such injured person; nor was he engaged in providing relief in cases of general epidemic, pestilence or other calamitous visitations in this State; nor was he an officer or employee or a member of the immediate family of such dependent on such officer or employee, or the physician or surgeon or salaried attorney or a member of the immediate family dependent on such physician, surgeon or salaried attorney, of any other common carrier; nor was he the Sheriff of the State; but that the said pass was issued by the Live Oak, Perry & Gulf Railroad Company and accepted by the said Hodge under a mistake of law as to the right to issue and receive the said pass; and

Therefore, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find and adjudge that the Live Oak, Perry & Gulf Railroad Company is guilty as charged of violating or disregarding the said Chapter 5895 of the Laws of Florida, Acts of 1909, Entitled "An Act to Amend Section 2919 of the General Statutes of the State of Florida as to the Allowance of Free or Reduced Rates of Transportation by Common Carriers," by the issuance of a free pass to the said E. A. Hodge, as aforesaid and under the circumstances aforesaid; and that the said Live Oak, Perry & Gulf Railroad Company has thereby incurred a penalty which, in view

of the extenuating circumstances aforesaid, is hereby fixed and imposed in the sum of Fifty (\$50.00) Dollars, which it is required to pay promptly to the State Treasurer, with interest, as required by law.

Done and ordered in open session by the said Railroad Commissioners of the State of Florida in our office in the City of Tallahassee this 27th day of January, 1913.

R. HUDSON BURR,  
Chairman.

ORDER NO. 387.  
FILE NO. 3350.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE COMPLAINT OF L. S.  
PETTIWAY AND E. A. ROBERTS AGAINST THE  
FLORIDA TELEPHONE COMPANY.

After due and lawful notice given in writing to the Florida Telephone Company, this matter came on before the Railroad Commissioners of the State of Florida for consideration on the 27th day of November, 1912, at ten o'clock in the morning at the office of the said Commissioners in the City of Tallahassee, and then and there appeared Mr. H. E. Voyle on behalf of the said Florida Telephone Company, who was fully heard; whereupon the further consideration of the said matter was, in pursuance of a written motion of the petitioners, postponed until the 4th day of December, 1912, at which time the said Commissioners entered upon the further consideration of the said matter and heard in behalf of the petitioners Messrs. L. S. Pettiway and E. A. Roberts and their counsel, Hon. Fred L. Stringer; whereupon the said matter was taken under advisement.

And now on this 28th day of January, 1913, the said matter coming on for further consideration, the said Railroad Commissioners of the State of Florida do find that the said Florida Telephone Company maintains, owns and operates a telephone exchange in the town of Brooksville, Florida, through which the said company ren-

ders telephone service to various subscribers in and around the said town of Brooksville, and that the said Pettiway and the said Roberts have heretofore constructed private telephone lines from their places of business located respectively twelve miles, and twenty miles, and sixteen miles from the said town of Brooksville; and that by an arrangement heretofore made and entered into by and between the said Florida Telephone Company and the said L. S. Pettiway, and a like arrangement between the said Florida Telephone Company and the said E. A. Roberts, the said Pettiway and the said Roberts have been permitted to connect their private telephone lines to the wires of the said Florida Telephone Company; and that under the terms of the said arrangement the said Pettiway and the said Roberts have received of and from the said Florida Telephone Company certain telephone service for which the said Pettiway and the said Roberts have been required to pay the same monthly rental as subscribers in the said town of Brooksville, but that for the said compensation the said Florida Telephone Company has rendered to the said Pettiway and the said Roberts only a one-way service, and has required as additional compensation for the service rendered that subscribers calling either the said Pettiway or the said Roberts should pay toll for each message.

And the said Commissioners do further find that the service so rendered by the said Florida Telephone Company was a voluntary service.

And the said Railroad Commissioners do consider and adjudge that under the circumstances brought out in this case the refusal of the said Florida Telephone Company to render other than a one-way service for the said Pettiway and the said Roberts, and the requirement of the said company that tolls should be charged for all telephone messages and calls from other subscribers to the said Roberts and the said Pettiway amounts to a discrimination against the said Roberts and the said Pettiway.

Wherefore it is ordered and adjudged by the said Railroad Commissioners of the State of Florida that the said Florida Telephone Company shall cease and desist from requiring that the service, so rendered to the said

Pettitway and the said Roberts shall be rendered as a one-way service, and shall cease and desist from charging tolls for service rendered over the lines of the said Roberts and the said Pettitway, and that said Florida Telephone Company shall fix a reasonable flat rate for the said service, which rate may be fixed by agreement between the said parties, or, if necessary, upon further application to the said Commissioners.

Done and ordered by the Railroad Commissioners of the State of Florida in open session at their office in the City of Tallahassee this 28th day of January, A. D. 1913.

R. HUDSON BURR, Chairman.

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ORDER NO. 388.  
FILE NO. 3206.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION OF A JOINT  
PASSENGER STATION BY THE ATLANTIC  
COAST LINE RAILROAD COMPANY AND THE  
SEABOARD AIR LINE RAILWAY IN THE TOWN  
OF BARTOW.

After due notice in writing to the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway, this matter came on for further consideration at the Board of Trade Rooms in the City of Jacksonville, Florida, on the 21st day of January, 1913, at 3 o'clock in the afternoon, the said Atlantic Coast Line Railroad Company appearing by M. Riddle, General Superintendent; and the said Seaboard Air Line Railway appearing by W. J. Owen, Division Counsel; C. A. Boswell, Local Counsel; T. W. Parsons, Superintendent; W. D. Faucett, Chief Engineer; L. R. Hoyt, Assistant Engineer, and D. M. McKey, Assistant Engineer; and certain citizens of Bartow, appearing in their own behalf. And in pursuance of the notice dated January 11th, 1913, the Commissioners proceeded to consider whether or not they ought to amend their Order No. 369 issued September 6th, 1912, in the

particulars specified in the said notice, and, after hearing those who desired to be heard, the said matter was taken under advisement.

And now on this day, after due consideration, the said Commissioners do find that the line of railroad of the said Seaboard Air Line Railway has been completed into the Town of Bartow, and it is considered, ordered and adjudged that the time for the completion of the said joint passenger station provided for in said Order No. 369 be and the same is hereby extended to the 1st day of July, 1913, and the said Order No. 369 is hereby amended to that extent and to that extent only.

WITNESS the hand of the Chairman of the said Railroad Commissioners of the State of Florida, affixed in open session and by their order this 1st day of February, A. D. 1913.

R. HUDSON BURR, Chairman.

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ORDER NO. 389.  
FILE NO. 3380.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE PETITION FOR ADDI-  
TIONAL SIDE TRACK AND STATION FACILI-  
TIES AT PETERS, FLORIDA.

After due and lawful notice to all parties in interest the Railroad Commissioners of the State of Florida met at Peters, Florida, a station on the line of the Florida East Coast Railway, in Dade County, at 11 o'clock in the morning, January 23, 1913, and then and there proceeded to hear and consider whether or not they should require the Florida East Coast Railway Company to erect a freight and passenger station, extend their side track facilities and install an agent at Peters. The said Florida East Coast Railway Company appearing by its Attorney, Mr. W. Pruden Smith, of the firm of Shotts, Smith & Bowen—and the petitioners appearing by Mr. Thomas J. Peters and others in their own behalf. After hearing all parties who desired to be heard the said matter was taken under advisement.

And now on this day the Railroad Commissioners of the State of Florida, having considered the evidence submitted at said hearing and having heard the parties in interest and being well advised in the premises, do find from the evidence submitted and heard at the said hearing that the said Florida East Coast Railway Company has maintained at Peters aforesaid for more than eight years last past a non-agency station at which local passenger trains have been accustomed to stop on flag and at which freight has been received and delivered in carload and less than carload quantities; and that the said company has maintained and is now maintaining a side track at the said point sufficient for the accommodation of eleven cars, but has not provided or maintained any station building;

That said station has been voluntarily established and maintained by said Florida East Coast Railway;

The said Commissioners do further find that the said station is within one mile of Perrine, an agency station which has been maintained by the said railway company for many years, and the Commissioners announced at the said hearing that had an application, as an original proposition, been made to them to establish a station and order facilities within a mile of another regularly established station, where there were no intervening obstructions which prevented free access from one place to the other, that the same would be denied. But the circumstances of this case develop the fact that Peters, as a station, was established about the same time as the one at Perrine and having been voluntarily established by the said company ought to be provided with proper and adequate facilities for the accommodation of patrons of the said station.

The said Railroad Commissioners do further find that the facilities now maintained and heretofore maintained at Peters as aforesaid are inadequate and insufficient for the proper accommodation of patrons of the said railway company desiring to use the said station.

It is therefore considered, ordered and adjudged that the Florida East Coast Railway Company be and it is hereby required to provide at Peters, Florida, aforesaid additional side track facilities by providing a side track or side tracks of at least double the capacity of the side track now and heretofore maintained.

And that said railroad company be required to provide at said point an adequate and suitable depot building to contain two waiting rooms, one for each color, each of which shall have at least eighty (80) square feet of floor space and a wareroom for freight to have at least four hundred (400) square feet of floor space;

And it is recommended by the said Commissioners, not required, that the said depot building should be so constructed that it may be utilized in the future for the purposes of an agency station;

And it is further ordered that the work on the said side track shall be completed on or before the 15th day of March, 1913, and that the work on the said depot building shall be begun on or before the 15th day of March, 1913, and shall be prosecuted with all reasonable speed and completed on or before the 15th day of April, 1913;

It is further ordered that the application of petitioners for an order requiring the installation of an agent at Peters be and the same is hereby deferred to such time as the Commissioners may deem it proper to re-open this said question upon notice to the parties at interest.

Done and ordered by the Railroad Commissioners of the State of Florida in open session at their office in the City of Tallahassee this 15th day of February, 1913.

R. HUDSON BURR,  
Chairman.

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ORDER NO. 390.  
FILE NO. 3380.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

ORDER DENYING REHEARING IN THE MATTER  
OF PETITION FOR ADDITIONAL SIDE-TRACK  
AND STATION FACILITIES AT PETERS, FLOR-  
IDA.

Now on this day comes on for consideration the petition of the Florida East Coast Railway Company for a rehearing in the above matter, and upon examination of the said petition the Railroad Commissioners of



the State of Florida are of the opinion that the said petition presents for consideration no substantial matters which the said railroad company did not have full and fair opportunity to present at the meeting held at Peters, Florida, on January 23rd, 1913, and THEREFORE the said petition for rehearing is DENIED.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida in open session at their office in the City of Tallahassee this 25th day of February, 1913.

R. HUDSON BURR, Chairman.

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ORDER NO. 391.  
FILE NO. 3264.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

ORDER UPON REHEARING IN THE MATTER OF  
THE PETITION OF THE CITIZENS AND TOWN  
COUNCIL OF THE TOWN OF COCOA, A STATION  
ON THE LINE OF THE FLORIDA EAST COAST  
RAILWAY COMPANY, FOR IMPROVED AND AD-  
DITIONAL PASSENGER FACILITIES IN SAID  
TOWN.

In pursuance of Order No. 385, entered on the 10th day of January, 1913, granting a rehearing in this matter, the Railroad Commissioners of the State of Florida met at the Board of Trade Rooms in the City of Jacksonville at two o'clock in the afternoon on the 21st day of January, 1913. And then and there appeared Hon. Alexander St. Clair-Abrams, representing the Florida East Coast Railway Company, and moved for a postponement of the said hearing, which motion was granted and the said matter was postponed to eleven o'clock in the morning of the 24th of January, 1913, at which time the said Commissioners met at the Board of Trade Rooms in Jacksonville, Florida, and then and there appeared Hon. Alexander St. Clair-Abrams, as counsel for the Florida East Coast Railway Company, and Mr. F. W. Kirtland, General Freight Agent of the said company, who were fully heard.

After a full hearing of the said matter the said Commissioners were of the opinion that no cause was apparent for the modification of the original Order No. 382 entered in this matter on the 15th day of November, 1912, except the fact, which was brought ont, that the opening of Cedar Street, a street in the said town of Cocoa, across the tracks and right of way of the said Florida East Coast Railway Company would interfere with the use of the facilities ordered by the said Order No. 382, the said street having been ordered to be opened but not having been in fact opened, but it was made to appear to the said Railroad Commissioners by a certified copy of an order of the Town Council of the said Town of Cocoa that the order of the said Council requiring the opening of the said Cedar Street had been rescinded upon condition that the said railroad company should construct the facilities required by the said Order No. 382, the order of rescission being in the following words and figures, to-wit:—

"The order of Council made August 24, 1912, to the F. E. C. Railway Co. to put in a regular permanent crossing for Cedar Street is hereby withdrawn, and the order opening such street across the railroad right of way is hereby rescinded; provided, the F. E. C. Railway Co. does construct without delay the station ordered by the State Railroad Commission, otherwise, to remain of full force and virtue."

Witness my hand and the corporate seal of the Town of Cocoa, Fla., this 6th day of January, A. D. 1913.

(Seal)

R. N. ANDREWS, Clerk.

Approved:

Jan, 7th, 1913.

M. L. HUGHLETT,  
Mayor."

Wherefore the Railroad Commissioners of the State of Florida do find that no further reason exists for modifying the substantial requirements of the said Order No. 382, and it is now ordered and adjudged that the said Florida East Coast Railway Company shall proceed to perform the requirements of the said Order No. 382 and in all respects to carry out the terms of the said Order, except that the time for complying with the said Order is hereby extended as follows, to-wit, that the work of construct-

ing the improvements herein required shall be begun on or before the 1st day of April, 1913, and shall be prosecuted to completion with all due despatch, and that this order shall be fully complied with on or before the 1st day of June, 1913.

Done and ordered by the Railroad Commissioners of the State of Florida in session at Tallahassee this 26th day of February, 1913.

R. HUDSON BURR, Chairman.

## **RULES AND REGULATIONS**

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### **For the Government of the Transportation of Persons and Property on the Railroads of Florida, as Revised to Date.**

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#### **SECTION 1—GENERAL RULES.**

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##### **COMPLAINTS.**

1. All complaints made to the Commission shall be in writing, and shall distinctly set forth the grounds of complaint. In like manner all defenses shall be in writing, and shall distinctly set forth the grounds of defense.

##### **MONTHLY AND ANNUAL REPORTS.**

2. Each railroad company shall make and file in the office of the Commission by the last day of each month a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also, by the last day of each month shall make monthly report to the Commissioners of the number of miles or fractions thereof of main line, branches, spurs and side tracks constructed during the month previous to the making of the report; shall report the construction of depots or other buildings, giving the dimensions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or depot facilities of other companies. Also, on or before the first day of September of each year an an-

annual report of its earnings, operating expenses and general operations for the preceding year, ending June 30, in accordance with Section 10, Railroad Commission Law, approved June 3, 1899. The monthly reports to be verified by the affidavits of the General Manager (if there be one) or Superintendent or other principal officer in charge, and the Treasurer or Auditor; the annual reports to be verified by the affidavits of the President, Superintendent or General Manager, and Auditor or Treasurer.

### SECRET REDUCTIONS, REBATES, ETC.

3. There shall be no secret reductions of rates of freight and passenger fares, and no rebates, drawbacks or other advantage in any form shall be given or paid, either directly or indirectly, upon shipments made or service rendered to any person not allowed to all persons under like circumstances and conditions, but the same shall be uniform to all, and public.

### POSTING SCHEDULES, ETC.

4. Each railroad company shall post in a conspicuous place, and keep the same continually posted, at each of its stations where there are agents, a copy of the schedule of freight and passenger rates revised and adopted for the use of such company by the Commission; a copy of all the rules and regulations prescribed by the Commission for the government of the transportation of freight and passengers applicable on its lines of road, and a copy of the official Classification; also copies of all changes made, whether the same shall be made by such railroad company or by the Commissioners; also a table of distances between each station; and when any change in said schedule of rates or classification is made, a copy of said change shall be immediately furnished the office of said Commissioners and shall be posted in the same manner as above.

### RATES APPLYING IN BOTH DIRECTIONS.

5. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

### BASIS OF COMPUTING RATES.

6. In computing rates for the transportation of property and passengers, the mileage of the shortest available practical route shall be used. No railroad doing business in the State shall charge more for the transportation of property or passengers between any intrastate points than the lowest rate between such points thus computed.

### INCREASED RATES.

7. In no case shall any railroad or common carrier doing business wholly or in part within the State of Florida, advance or increase any special rate or other rates, demurrage charges, storage or wharfage charges without first submitting the proposed increased rate or rates, demurrage, storage or wharfage charges to the Railroad Commissioners and receiving their approval.

### BOOKS AND PAPERS TO BE FURNISHED.

8. Each railroad company or common carrier doing business in the State of Florida shall furnish to the Railroad Commission on demand any books or papers in the possession of said railroad company or common carrier, and a written transcript or copy of any paper in the possession of said railroad company or common carrier which may appear to the Commission as necessary to aid them in the discharge of their duty.

### TRAFFIC ARRANGEMENTS, ETC., BETWEEN RAILROADS.

9. Copies of all rate sheets, tariffs and circular orders issued, and all contracts and agreements between, railroad companies, as to the rates of freight and passenger tariffs, and all arrangements and agreements whatever as to the division of earnings of any kind by competing or connecting lines of railroad doing business in this State shall be submitted to the Commission for inspection, revision and approval.

### RIGHT TO MODIFY OR SUSPEND RULES.

10. The Commissioners reserve the right to suspend or modify the enforcement of any of their rules, regulations, rates, etc., at discretion, when, in their opinion, the conditions are such that a strict enforcement of the same would work hardship or injustice.

### RULES, HOW NOT TO BE CONSTRUED.

11. Whenever, in any of the Rules prescribed by the Commissioners, common carriers are required to perform or not to perform any act or acts, such requirements shall not be construed to be so absolute as to deprive a common carrier of any excuse which the law regards as sufficient for the non-performance or the performance of such act or acts.

### RAILROADS MUST REPORT WRECKS.

12. This Rule held invalid by the State Supreme Court.

### CARRIERS SHALL POST NOTICES OF REGULATIONS.

13. All common carriers shall post in their stations and in their cars all such notices pertaining to the regulation of their business as the Railroad Commissioners may direct.

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## SECTION 2—RULES GOVERNING THE TRANSPORTATION OF PASSENGERS.

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### BAGGAGE.

1. Each passenger shall be entitled to free transportation of baggage not exceeding 150 pounds in weight.

### LESS THAN MAXIMUM RATES MAY BE CHARGED.

2. Railroads will not be prohibited from charging less

than the rates prescribed for the transportation of passengers, provided such charge is not an unjust discrimination in favor of or against persons or localities.

#### MINIMUM FARE.

3. Ten (10) cents as a minimum fare may be collected where the regular fare would be less than that sum.

#### COMPUTATION OF FRACTIONS.

4. Where the fare for any distance does not end in 0 or 5, sums ending in  $2\frac{1}{2}$  or over may be counted as 5, and sums less than  $2\frac{1}{2}$  as 0. For example, for  $42\frac{1}{2}$  cents collect 45, and for 42 cents collect 40. Nothing in this rule shall prevent any railroad company from giving the exact change in cents.

#### FREE OR REDUCED RATES, EXCURSIONS, ETC.

5. A railroad company shall not be prevented from the free carriage of destitute or homeless persons transported by charitable societies and the necessary agents employed in such transportation, or from the issuance of mileage, excursion, commutation or round trip passenger tickets; or from giving free carriage to its own officers and employees; or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees; or free carriage or reduced rates to persons in charge of live stock shipped from the points of shipment to destination and return, or from issuing second-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

#### POSTING ARRIVAL OF DELAYED TRAINS.

6. It shall be the duty of any railroad operating in the State of Florida to keep a bulletin board of sufficient size at every open telegraph station along its line where such train is scheduled to stop, on which shall be plainly posted the schedule time of arrival of all its passenger trains; and when any passenger train on any such railroad shall



be behind the schedule time more than thirty minutes it shall be the duty of said railroad to promptly bulletin and keep posted at every such open telegraph station along its line in the direction which said train is going, the time such train is behind the schedule time.

Such notice of late trains shall be bulletined not less than half an hour before the schedule time of arrival of said train, but passengers acting upon this information will do so at their own risk.

A copy of this rule, printed in large type, shall be posted at top of bulletin board at all open telegraph stations.

#### COLLECTION OF CASH FARES.

7. Passengers boarding railroad trains at any station where there is a ticket office duly kept open for at least thirty minutes before the departure of a passenger train may be charged not exceeding 15 cents extra passenger fare if they do not present ticket to the conductor for their transportation; provided, however, that this rule shall not apply in cases where the connection between trains is too close to permit passengers to purchase tickets.

All railroad companies are required to post a printed copy of this order at one or more conspicuous places in their ticket office, such notice to be printed on cardboard in large type.

8. Rescinded.

#### RAILROADS MUST PROVIDE FIRES, LIGHTS, ETC.

9. All railroad and terminal companies are required at all their regular agency stations:

(1) To provide fires in the waiting rooms whenever fires are necessary for the comfort of the traveling public.

(2) To light the waiting rooms and the approaches to trains, after dark, sufficiently for the comfort and the safety of the traveling public.

(3) To keep the waiting rooms in a clean and sanitary condition.

(4) To keep a sufficient supply of good drinking water for the traveling public.

# **RAILROADS SHALL OPERATE SUFFICIENT NUMBER OF COACHES.**

10. All railroad companies shall operate on each passenger train a sufficient number of comfortable passenger coaches to provide seats for such number of passengers as they may reasonably expect for the daily travel on such train.

## **COACHES MUST BE HEATED, LIGHTED, ETC.**

11. All railroads and other companies owning or operating passenger coaches (which shall include sleeping cars and chair cars) are required:

(1) To heat them whenever necessary for the comfort of the passengers.

(2) To light them sufficiently after dark.

(3) To keep in them a sufficient supply of good drinking water for the passengers.

(4) To keep them in a clean and sanitary condition.

(5) To see that no passenger is permitted to monopolize more than one seat when seats are required for other passengers. In sleeping cars the sale of one berth shall entitle the passengers, when the berths are not made up in the section, to one-half of the section, but the sale of a day seat shall entitle the passenger to but one seat in a section. It is hereby made the special duty of all train conductors and of all sleeping car and chair car conductors in their respective cars to enforce this fifth paragraph of Rule 11, but a failure by them so to enforce it will be deemed a violation thereof on the part of the company.

## **RAILROADS CANNOT DISCONTINUE PASSENGER TRAINS WITHOUT PERMISSION.**

12. No railroad company shall discontinue running any regular train carrying passengers, either wholly or in part, without the consent of the Railroad Commissioners previously obtained.

Written application for such consent must be made at least ten days before the date for the proposed discontinuance, but the Railroad Commissioners may in their dis-

cretion shorten the time of application, for good cause shown.

This rule does not apply to a passenger train or trains put on for special occasions, such as fairs, carnivals, conventions, excursions and the like.

### **TRAINS CARRYING PASSENGERS MUST STOP AT REGULAR STOPS.**

13. Trains carrying passengers must stop at regular stations where they are scheduled to stop, and must stop on flag at flag stations where they are scheduled to stop.

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## **SECTION 3—RULES GOVERNING THE TRANSPORTATION OF FREIGHT.**

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### **CONNECTING RAILROADS UNDER SAME MANAGEMENT.**

1. All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, the majority of whose stock is owned or controlled either directly or indirectly by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule. Whenever any railroad company owns and operates in connection with its road, and for the purpose of transporting its cars, freight or passengers, any steamer or other water craft, such steamer or water craft shall be deemed a part of its said road.

### **MAXIMUM RATES MAY BE REDUCED.**

2. The schedule of rates allowed and adopted by the Railroad Commissioners for each road are maximum rates,

which shall not be transcended. They may, however, carry at less than the rates allowed and adopted; provided that, if they carry for less for one person, they shall, for the like service, under similar circumstances and conditions, carry for the same lessened rates for all persons except as mentioned hereafter; and if they adopt less freight rates for one station they shall make a reduction of the same per cent. at all stations along the line of road, so as to make no unjust discriminations as against any person or locality. But when, at any point within this State, there are competing lines of transportation, any railroad company injuriously affected thereby may, at such competing point, make rates below those allowed or adopted, to meet such competition, without making a corresponding reduction along the line of road.

The Commissioners may entertain application for temporary modification of so much of this rule as requires the general reduction of rates to all stations when made to any station, when in their judgment a local and temporary cause may justify such modification, as, for instance, epidemic, floods, drouths, storms or other exigencies.

#### RAILROADS MUST ACT AS COMMON CARRIERS.

3. No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule.

#### COMPUTATION OF PERCENTAGES.

4. In the computation of percentages, if, after the percentage prescribed shall have been added or subtracted, as the case may be, should there be a fraction, any fraction of a cent less than one-half cent shall be discarded, and any of one-half cent or over may be counted as one cent.

#### RATES ON SMALL SHIPMENTS.

5. The minimum charge on a single shipment of one class from one consignor to one consignee shall be com-

puted at the actual weight at the class or commodity rate to which it belongs, provided the charge shall not be less than twenty-five cents.

If the shipment contains articles in different classes and in separate packages, the charge shall be computed at the actual weight of each package at the class or commodity rate to which it belongs, provided, the aggregate charge on the shipment shall not be less than twenty-five cents.

If a package contains articles in two or more classes, the charge shall be computed at the actual weight of the package at the highest class or commodity rate to which any of the articles belong, provided the charge shall not be less than twenty-five cents.

#### FREE OR REDUCED RATES.

6. Railroad companies shall not be prevented from the carriage, storage or handling of property free or at reduced rates, for charitable purposes, or to and from fairs and expositions for exhibition thereat.

#### FREIGHTS EXEMPT FROM RULE 2.

7. The rates specified, or hereafter to be allowed, for ores, sand, clay, rough stones, common brick, bone, lumber, shingles, laths, staves, empty barrels, wood, straw, shucks, hay, fodder, corn in the ear, tan bark, turpentine, rosin, tar, sawdust, household goods, moss, palmetto leaves and heads, melons by the carload, are maximum rates; but the railroads are left free to reduce the same at discretion: and all such rates are exempt from the operation of Rule 2; provided, that all such rates made by any railroad under this rule shall be submitted to the Commission and approved by them. No rates have been prescribed for articles in the classification designated by the letter "S." Such articles are subject to special contract. The Commission will entertain complaints of excessive charges for transportation of such articles in all cases, except where the price charged was according to contract between the shipper and carrier.

#### SHIPPERS TO LOAD AND UNLOAD.

8. Consignors and consignees will be required to load

and unload bulk freight in carloads unless otherwise provided by special agreement.

#### CHARGES FOR HANDLING HEAVY FREIGHT.

9. The charges for handling extra-heavy freight may be as follows:

Under 2,000 pounds, no charge for extra handling.

2,000 pounds and under 3,000, \$3.00 for extra handling.

3,000 pounds and under 4,000, 5.00 for extra handling.

4,000 pounds and under 5,000, 7.00 for extra handling.

5,000 pounds and under 6,000, 8.00 for extra handling.

6,000 pounds and under 7,000, 10.00 for extra handling.

Over 7,000 pounds, subject to special contract.

#### CARLOAD SHIPMENTS.

10. (1) In all cases in which the classification provides a rate of per 100 pounds, per ton, or per barrel, giving to carload shipments lower rates than apply to less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates; provided, that in no case shall the amount collected on less than a carload exceed the price per carload.

(2) When a number of different articles, all of which are in the same class, are shipped at one time by one consignor to one consignee and one destination, in carloads, such car or cars shall be taken at the carload rate per 100 pounds and at the highest minimum carload weight established for either of the articles contained in the car, actual weight to be so charged for, if in excess of such carload minimum. When, however, articles shipped as above are in classes N, O or P., the lowest carload minimum weight shall be taken. This clause of the rule shall apply only when the consignor or the consignee is the actual owner of the property.

(3) Carload rates apply to the carload and more made by one shipper at one time to one and the same point of delivery to the same consignee, although the same may, in fact, be carried by the railroad to the point of delivery in lots less than the amount recognized as a carload.

## FERTILIZER—ARTICLES EMBRACED IN.

11. The term "fertilizers" embraces the following and like articles, when intended to be used as fertilizers, to-wit: Sulphate of ammonia, ashes, bone black, ground and dissolved bone, bone dust, castor pomace, cottonseed meal, cottonseed ashes, cottonseed, fish scraps, guano, superphosphates, gypsum, kainit, german salts, nitre cake, nitrate and sulphate of soda, oil cake, potash, fine-ground plaster, salt cake, saltpetre, sulphur, muck, tank stuffs, and tobacco dust and sweepings, and like articles when intended to be used as fertilizers.

## L. C. L. SHIPMENTS.

12. In no case shall the amount collected on L. C. L. shipments exceed the charges per carload for the same class of goods, nor shall the charge for a car fully loaded exceed the charge for the same property if taken at a less than carload shipment.

## ESTIMATED WEIGHTS.

13. All articles will be charged at Gross Weight, without regard to weight given by shippers and inserted in bills of lading: except that when an article is classified to be accepted at an estimated weight such estimated weight will apply. When the actual weight of the articles named below *cannot be ascertained at point of shipment, or at destination, or in transit*, the following estimated weights shall govern:

Article.	Weight.
Cement, Portland, per barrel.....	400 pounds
Cement, except Portland, per barrel.....	300 pounds
Clay, per cubic yard.....	3,000 pounds
Lime, per bushel.....	80 pounds
Coal, per bushel .....	80 pounds
Coke, per bushel .....	40 pounds
Gravel, per cubic yard.....	3,200 pounds
Laths, green, per 1,000.....	700 pounds
Laths, seasoned, per 1,000.....	550 pounds
Lime, Rockland, per barrel.....	230 pounds
Lime, other than Rockland, per barrel.....	210 pounds

Article.	Weight.
Lumber, ash or black walnut, green, per 1,000 feet .....	4,500 pounds
Lumber, ash or black walnut, seasoned, per 1,000 feet .....	4,000 pounds
Lumber, elm, hickory or oak, green, per 1,000 feet .....	6,000 pounds
Lumber, elm, hickory or oak, seasoned, per 1,000 feet .....	4,500 pounds
Lumber, white pine or poplar, green, per 1,000 feet .....	4,000 pounds
Lumber, white pine or poplar, seasoned, per 1,000 feet .....	3,000 pounds

Lumber—Yellow Pine, rough:

Boards under 2 in., green, per 1,000 feet...	5,500 pounds
Boards under 2 in., seasoned, per 1,000 feet	4,250 pounds
Framing, 2x4 to 4x8, green, per 1,000 feet..	5,000 pounds
Framing, 2x4 to 4x8, seasoned, per 1,000 ft.	4,000 pounds
Timbers, 6x6 and up, green, per 1,000 feet.	4,500 pounds

Lumber, Dressed, per 1,000 feet—Cypress, Gum, Poplar and Yellow Pine, viz:

Bevel Siding, from 1 in. stock, seasoned...	1,100 pounds
Bevel Siding, from 5.4 in. stock seasoned.	1,500 pounds
Ceiling, 5-16 in. net, 3½ in. face, seasoned..	1,100 pounds
Ceiling, 7-16 in. net, 3½ in. face, seasoned..	1,400 pounds
Ceiling, 9-16 in. net, 3½ in. face, seasoned.	1,600 pounds
Ceiling, 11-16 in. net, 3½ in. face, seasoned..	2,000 pounds
Ceiling or Partition, 2 in. net, seasoned....	1,700 pounds
Ceiling or Partition, 2½ in. net, seasoned...	2,100 pounds
Drop Siding, seasoned.....	2,250 pounds
Finish, 1x4 in. and up, dressed four sides, seasoned .....	2,850 pounds
Flooring, 13-16 in. and 2½ and 3½ face, seasoned .....	2,250 pounds
Flooring, 13-16 in. and 2½, 3½ and 5½ face, seasoned .....	2,400 pounds
N. O. S., seasoned .....	3,000 pounds
N. O. S., green .....	4,000 pounds
Lumber, N. O. S. green, per 1,000 feet...	6,000 pounds
Lumber, N. O. S., seasoned, per 1,000 feet.	4,000 pounds
Sand per cubic yard.....	3,000 pounds
Shingles, green, per 1,000 .....	550 pounds



Article.	Weight.
Shingles, seasoned, per 1,000 .....	450 pounds
Staves, heading or hoop-poles, green, car loaded to depth of 43 inches, per car....	30,000 pounds
Staves, heading or hoop-poles, seasoned, car loaded to depth of 50 inches, per car....	30,000 pounds
Stone, not dressed, per cubic foot.....	160 pounds
Tan Bark, green, per cord .....	2,600 pounds
Tan Bark, seasoned, per cord.....	2,000 pounds
Telegraph Poles, Fence Posts or Rails, per cord .....	3,500 pounds
Turpentine, in barrels, per barrel.....	432 pounds
Wood, green, per cord .....	3,500 pounds
Wood, seasoned, per cord .....	3,000 pounds

#### ARTICLES TOO LONG OR TOO BULKY TO BE LOADED IN BOX CARS.

14. Unless otherwise specified, articles too long or too bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; provided, that in no case shall the charge on a single consignment be less than 4,000 pounds at the first-class rate.

#### CHARGES FOR SWITCHING OR TRANSFERRING CARS WHEN PASSING OVER TWO OR MORE ROADS.

15. A charge of not more than two dollars per car, without regard to its weight or contents, will be allowed, except to the railroad having the line haul of the same, for transporting, switching or transferring a loaded car from any point on any railroad to a connecting railroad or to any warehouse, side track or other point within the switching limits of the place; and no railroad shall decline or refuse to transport, switch or transfer any such car, or to receive it from any connecting railroad for such purposes. The switching limits of any place, within the meaning of this Rule, shall be the switching limits usually operated there, but in no case less than three miles. No railroad shall reduce any of its switching limits without first obtaining the approval of the Railroad Commissioners.

When in the transfer, switching or transportation of a car between such points, it is necessary to pass over the track or tracks of any intermediate railroad or railroads, said maximum charge of two dollars shall be equitably divided between the railroads at interest, excluding that having the line haul.

When a charge is made for the transfer, switching or transportation of a loaded car between such points, no additional charge shall be made for the accompanying movement of the empty car in the opposite direction. No charge whatever shall be made by a railroad having the line haul for placing, for loading, an empty car at any warehouse or other point on its own line or side track, or for switching the loaded car to or from the same either for delivery or for transportation.

Provided that this rule shall not interfere with any prevailing legal rate for the transportation of freight between different stations; and shall not apply to any freight that does not pay a direct freight transportation charge in connection with a switching charge.

#### CHARGES FOR SWITCHING LUMBER.

15-A. The charge for switching cars of rough lumber consigned to and arriving at the City of Jacksonville, from points in this State to any planing mill in the Jacksonville yards, and thence, after lumber is dressed, to any point in the same yards, shall not be more than \$2.00 per car; provided, that when the said switching movement is over the tracks of more than one railroad, a charge of not more than \$3.00 may be made. This rule shall not be interpreted as rescinding or modifying Rule 15, except as herein specifically provided.

#### DELIVERY OF CARS TO CONNECTING ROADS.

16. The Commission will prescribe particular rules and conditions for the delivery, without delay, to any connecting road of the same gauge all cars consigned to points beyond such connecting roads, so as to promote speedy transportation and prevent unjust discrimination. Due regard will be had in each instance to the attainment of such purposes.

## RIGHTS OF SHIPPERS TO ROUTE FREIGHTS.

17. The right of a shipper to direct by what line or lines of railroad in this State his shipments shall be transported within the State of Florida shall be observed by all railroads in this State.

## LOWEST RATE TO BE CHARGED.

18. Whenever there is any conflict between class and commodity rates, or between mileage rates and commodity rates, for the transportation of freight between any two points in Florida, the lowest rate in effect shall be charged.

## JOINT RATES.

19. On intrastate shipments of freight, not governed by Rule 1, which shall pass over the whole or portions of two or more roads not under the same control, the maximum rate charged shall be, in the case of shipments so passing over two such roads, not greater than the sum of the local rates on such freights, less ten per cent, for the distance hauled over each road, and, in the case of shipments so passing over three or more such roads, not greater than the sum of the local rates on such freights, less twenty per cent, for the distance hauled over each road. The total rate thus ascertained on such freights from the point of shipment to the point of destination shall be divided in such proportion between the railroads over which such freights pass as to give to each railroad interested in the shipment its local rate, less ten per cent in the case of shipments over two roads, and less twenty per cent in the case of shipments over three or more roads, for the distance such shipment is hauled, conditioned upon the initial line delivering the traffic to the delivering line at its nearest junctional point.

Nothing in this rule shall be construed to prevent the total of any joint rate made under this rule from being divided in such proportions between the roads interested in the same as they may agree upon, but a failure to so agree between the roads interested shall in no way affect the total joint rate to be charged and collected on, or work delay in the transportation of, such freight, or be a subject of appeal to the Commission by the roads at interest.

## SETTLEMENT OF CLAIMS FOR OVER-CHARGES.

20. All over-charges on freight by any railroad or common carrier doing business in the State of Florida shall be settled within thirty (30) days after demand upon the agent at the delivery depot (and surrender of shipping receipt) by the consignee or person paying the freight.

Whenever an over-charge on freight has been made on a shipment over two or more railroads or common carriers, it shall be settled by the delivering road or carrier.

If the overcharge is made on a shipment to a flag station, then the demand to be made on the agent of the regular station to which the same was billed.

This rule will apply to claims made through the Railroad Commission, except that demand for settlement will be made upon the Traffic Manager or General Freight Agent of the company.

## FREIGHT RECEIPTS.

21. All railroad companies doing business in this State shall, upon demand, issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipts, and, as far as practicable, shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroads receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by said Railroad Commissioners. When the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight, such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as stipulated in said railroad receipt.

## DELIVERY OF FREIGHTS.

22. Railroad companies shall deliver to each consignee of freight the article or articles mentioned in the receipt (or bill of lading) on the payment of the lawful rate for the class or classes of freight transported, and the con-

signee shall not be compelled to pay for any article or articles not received by him. When a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the railroad company at such point to deliver the same upon the payment by the consignee of the freight charges on said article or articles, notwithstanding the remainder of the articles mentioned in the receipt may have been delayed or lost.

### EQUIPPING LUMBER CARS.

23. Whenever application is made by any person to any railroad company or common carrier engaged in business in the State of Florida for flat cars on which to load any lumber or timber, in accordance with the provisions of Section 5213, Laws of Florida, approved June 4, 1903, the equipment furnished with said cars, in accordance with the provisions of said Act, shall be capable of being readily removed or lowered, so that the lumber or timber may be loaded on or off the said cars without being obstructed, impeded or inconvenienced by such equipment.

### ESTABLISHING AND ABOLISHING STATION AGENCIES.

24. Each and every depot or station agency on the line of the road now maintained, conducted or used in Florida by any railroad or express company in this State for the transaction of business with the public, is hereby formally established and located at the point and on the premises where the same is now being so maintained and conducted. No such depot or station agency as aforesaid now established, or hereafter to be established, pursuant to order made by the Railroad Commission of Florida, or voluntarily by such company, shall be closed, removed, suspended or abolished without authority granted by this Commission, upon written application.

Provided, however, That this rule shall have no application to any depot or station agency heretofore established, or that may hereafter be established for the special or temporary purpose, or not as a general depot or station agency.

Provided, further, That whenever any depot or station agency is established, it shall be the duty of the railroad

company to file in the office of the Railroad Commission, within thirty days after the establishment thereof, all information needed for a full and proper understanding of all the interests to be affected thereby, showing the necessity for and purposes of establishing such depot or station agency.

Provided, further, That it shall be the duty of the railroad and express companies operating in the State of Florida to file, in the office of the Railroad Commission, within thirty days from the date of this order, a list of all depots or station agencies now being operated by them for special or temporary purposes, giving, with reference to each of them, the information hereinbefore required as to the agencies to be established in the future.

#### OVERLOADING CARS.

25. When any car of lumber is loaded in excess of its marked carrying capacity the excess may be charged for at double the lumber rate; but any railroad company may refuse to transport any car of lumber loaded in excess of its marked carrying capacity, and may transfer such excess to another car and require the consignee to pay the expense of transferring it, and shall transport the same at the regular lumber rate.

#### OFFICE HOURS.

26. At all of their agencies in Florida railroads shall receive all freight offered, proper for transportation, and shall make the usual deliveries of freight to consignees (Sundays and legal holidays excepted) between the hours of 7 o'clock a. m. and 5 o'clock p. m.; provided, that in cities or towns having less than ten thousand (10,000) inhabitants, according to the most recently published National census, the agent may take an intermission of one hour for dinner.

#### RATES ROADS MUST PAY OTHER ROADS FOR USE OF CARS.

27. (1) Every railroad and terminal company shall pay for the use of freight cars of other companies twenty-five cents per car per day, which shall be paid for every calendar day, excluding the first and including the last.

signee shall not be compelled to pay for any article or articles not received by him. When a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the railroad company at such point to deliver the same upon the payment by the consignee of the freight charges on said article or articles, notwithstanding the remainder of the articles mentioned in the receipt may have been delayed or lost.

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### ESTABLISHING AND ABOLISHING STATION AGENCIES.

24. Each and every depot or station agency on the line of the road now maintained, conducted or used in Florida by any railroad or express company in this State for the transaction of business with the public, is hereby formally established and located at the point and on the premises where the same is now being so maintained and conducted. No such depot or station agency as aforesaid now established, or hereafter to be established, pursuant to order made by the Railroad Commission of Florida, or voluntarily by such company, shall be closed, removed, suspended or abolished without authority granted by this Commission, upon written application.

Provided, however, That this rule shall have no application to any depot or station agency heretofore established, or that may hereafter be established for the special or temporary purpose, or not as a general depot or station agency.

Provided, further, That whenever any depot or station agency is established, it shall be the duty of the railroad

company to file in the office of the Railroad Commission, within thirty days after the establishment thereof, all information needed for a full and proper understanding of all the interests to be affected thereby, showing the necessity for and purposes of establishing such depot or station agency.

Provided, further, That it shall be the duty of the railroad and express companies operating in the State of Florida to file, in the office of the Railroad Commission, within thirty days from the date of this order, a list of all depots or station agencies now being operated by them for special or temporary purposes, giving, with reference to each of them, the information hereinbefore required as to the agencies to be established in the future.

#### OVERLOADING CARS.

25. When any car of lumber is loaded in excess of its marked carrying capacity the excess may be charged for at double the lumber rate; but any railroad company may refuse to transport any car of lumber loaded in excess of its marked carrying capacity, and may transfer such excess to another car and require the consignee to pay the expense of transferring it, and shall transport the same at the regular lumber rate.

#### OFFICE HOURS.

26. At all of their agencies in Florida railroads shall receive all freight offered, proper for transportation, and shall make the usual deliveries of freight to consignees (Sundays and legal holidays excepted) between the hours of 7 o'clock a. m. and 5 o'clock p. m.; provided, that in cities or towns having less than ten thousand (10,000) inhabitants, according to the most recently published National census, the agent may take an intermission of one hour for dinner.

#### RATES ROADS MUST PAY OTHER ROADS FOR USE OF CARS.

27. (1) Every railroad and terminal company shall pay for the use of freight cars of other companies twenty-five cents per car per day, which shall be paid for every calendar day, excluding the first and including the last.



A company receiving and delivering a car on the same day shall not pay the per diem for that day.

(2) For each car in switching service, the switching line may reclaim from the railroad for which the service was performed an arbitrary amount equal to the above per diem for four days.

(3) The above amounts of per diem and reclaim are maximum amounts, and may be reduced by agreement between railroads, but all such agreements must, under Section 2907, of the General Statutes, be submitted to the Railroad Commissioners for inspection and correction.

(4) This rule does not apply to cars having other than railroad ownership.

#### TRANSFERRING CARLOAD SHIPMENTS TO OTHER CARS IN TRANSIT.

28. Whenever any railroad transporting a carload shipment consigned to a non-agency station shall re-load said shipment into another car, either on its own line or at a junction with another line of railroad, it must on the same day mail a notice to both the consignor and the consignee, stating the initials and numbers, of the car into which the shipment has been transferred as well as of the car from which the transfer was made.

Such re-loading must not take place except under circumstances which would legally justify it.

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#### SECTION 4—RULES AND REGULATIONS GOVERN- ING TRANSPORTATION OF LIVE STOCK.

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##### ESTIMATED WEIGHTS.

1. The weights given below are estimated weights and not actual, and are simply used to get the rating on live stock. (To illustrate: One horse, mule or horned animal is estimated at the same rate as 2,000 pounds of any kind of first-class freight at carrier's risk and second-class at owner's risk.)

**LIVE STOCK, LESS THAN CARLOADS, WILL BE  
TAKEN AT THE FOLLOWING ESTIMATED  
WEIGHTS.**

One horse, mule or horned animal, except as specified below .....	2,000 pounds
Two horses, mules or horned animals, ex- cept as specified below, in the same car and from the same shipper to the same consignee .....	3,500 pounds
Each additional horse, mule or horned animal, except as specified below, in the same car and from the same shipper to the same consignee .....	1,000 pounds
Stallions, jacks and bull, each.....	3,000 pounds
Each cow and calf together, not crated..	2,500 pounds
Each mare and foal, together.....	2,500 pounds
Shetland ponies, any age, not crated....	1,000 pounds
Yearling cattle, except bulls, not crated each .....	1,000 pounds
Colts, under one year old, except stallions, not crated .....	1,000 pounds
Calves, under one year old not crated..	1,000 pounds
Calves, under one year old, crated, each, actual weight, but not less than.....	100 pounds
Sheep crated, each, actual weight, but not less than .....	100 pounds
Lambs, crated, each, actual weight, but not less than .....	100 pounds
Hogs, crated, each, actual weight, but not less than .....	100 pounds
Pigs, crated, each, actual weight, but not less than .....	100 pounds
Sheep, lambs, hogs and pigs, L. C. L. will not be received unless crated.	
Goats, same as Sheep.	
Kids, same as Lambs.	
Cows, calves, colts, ponies, hogs, sheep, lambs and other animals, crated, actual weight, but not less than.....	100 pounds

In no case shall the charge for less than a carload of live stock exceed the charge for a carload.

### MAXIMUM VALUATION OF LIVE STOCK SHIPMENTS.

	Each.
Horses and mules, not over.....	\$ 75.00
Horned cattle, not over.....	30.00
Stallions, jacks and bulls, not over.....	150.00
Lambs, calves, hogs or sheep, not over.....	5.00
Mare and colt, together, not over.....	100.00
Cow and calf, together, not over.....	35.00

For every increase of 100 per cent. or fraction thereof in valuation, there shall be an increase of 50 per cent. in rates.

### MIXED SHIPMENTS.

Mixed shipments of cattle, hogs, lambs, etc., may be taken in carloads at carload rates prescribed for the transportation of cattle, but carriers will be released from any damage to animals, whether caused by their own actions, or to each other—suffocation, exhaustion from heat and cold, and (if not haltered) from escape.

Shippers will be required to feed, water and care for stock at their own expense. When food is furnished by carrier a charge will be made for the same and collected from consignee.

One, two or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment, on the train with the stock, to care for the same. Four to seven cars, inclusive, belonging to one owner, two men in charge, and eight cars or more belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.

# DEMURRAGE RULES.

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The railroads doing business wholly or in part within the State of Florida are hereby authorized to operate the following demurrage rules:

## RULE I.

### FREIGHT SUBJECT TO CAR SERVICE CHARGES.

All freight in cars, whether full carload or not, shipped to one consignee and taking track delivery, will be subject to car service regulations.

## RULE II.

### NOTICE TO CONSIGNEES.

Railroad companies shall give prompt notice by mail or otherwise to consignee of the arrival of goods, together with the weight and amount of freight charges due thereon as shown by way bills, and when goods or freight of any kind in carload quantities arrive said notice must contain letters or initials of car, number of the car, net weight and the amount of freight charges due on the same. Storage and demurrage charges may be assessed if goods are not removed in conformity with the following rules and regulations. No storage or demurrage charges, however, shall in any case be allowed unless legal notice of the arrival of the goods has been given to the owner or consignee thereof by the railroad company.

## RULE III.

### LEGAL NOTICE.

Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time ends

seventy-two (72) hours from the time of notification, not including Sundays or legal holidays. Constructive notice referred to consists of *posting notice by mail to consignee*. Where this mode of giving notice is adopted, there shall be twenty-four (24) hours' additional free time to be added to the seventy-two (72) hours to be computed from the time notice was mailed; provided, however, that if, in any case, when notice of arrival is given by mail, the consignee will make oath that neither he, his agents nor employees, have received such notice, then no demurrage charges shall be made until after legal notice, as above specified, is given.

#### RULE IV.

##### PER DIEM CHARGE.

A charge of one dollar (\$1.00) per car per day shall be made for detention of cars and use of track when cars are not loaded or unloaded within seventy-two (72) hours, not including Sundays and legal holidays, except when loaded with seed cotton, cottonseed in bulk, cottonseed hulls in bulk, fertilizer material in bulk, coal, bulk potatoes, bulk cabbage, brick and dressed lumber (in box cars) ninety-six (96) hours will be allowed for *unloading*. It being understood that said car or cars are to be placed and remain accessible to the consignee for the purpose of unloading during the period in which held free of demurrage; that when the period of such demurrage charges commences, they are to be placed accessible to the consignee for unloading purposes on demand of the consignee; provided, however, that if the railroad company shall remove such car or cars after being so placed, or in any way obstruct unloading of same, the consignee shall not be charged with delay caused thereby; provided further, that when any consignee shall receive four or more cars during any one day taking track delivery, the said car in excess of three shall not be liable to demurrage by any railroad company until after the expiration of ninety-six (96) hours. Any fraction of a day shall be considered a day.

#### RULE V.

##### GOODS CONSIGNED TO ORDER OF SHIPPER.

When consignors ship goods consigned to themselves, it

shall be the duty of the railroad companies to give legal notice to such consignees, or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receives the same or not.

## RULE VI.

### REFUSAL TO ACCEPT SHIPMENTS.

When the consignee shall refuse to accept freight tendered in pursuance of the bill of lading, the carrier charged with the delivery shall give the consignor legal notice of such refusal; and if he shall not, within three days thereafter, give directions for the re-shipment or unloading of such goods, he shall thenceforth become liable to such carrier for demurrage upon the car or cars in which they are stored to the same extent and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon consignees who refuse or neglect, after notice of arrival, to remove freight of like character from the cars of a carrier.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same except upon payment of all charges for demurrage which would have otherwise accrued.

## RULE VII.

### CARS FOR DELIVERY ON TRAM TRACKS OR PRIVATE SIDINGS.

Section 1. Cars containing freight to be delivered upon carload delivery tracks or private sidings are to be delivered upon the tracks designated by consignee upon arrival, or as soon thereafter as the ordinary routine of yard work will permit.

Sec. 2. Cars containing property, the billing of which does not specify any particular delivery, and for which no standing or special order has been filed with carrier's agent within twenty-four (24) hours, will be considered

as requiring general track delivery and shall be so placed after twenty-four (24) hours.

Sec. 3. Cars for unloading shall be considered placed when such cars are held in receiving yards awaiting orders from shippers or consignees, or when held for payment of freight charges; Provided, The railroad company could otherwise have placed such cars on delivery tracks accessible to the consignee for the purpose of unloading, except that it was consigned to private sidings already fully occupied and delivery, therefore, impracticable, detention is to be computed from time of notification.

### RULE VIII.

#### CARS HELD FOR SHIPPING DIRECTIONS.

Cars detained or held for want of proper shipping instructions, or by reason of improper or excessive loading (where loading is done by shipper), shall be subject to a demurrage charge of one dollar (\$1.00) per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are promptly loaded and shipping instructions given, the railroad agent must immediately issue the bills of lading therefor; and if said car or cars are detained or held and not carried forward within forty-eight (48) hours, except perishable articles, which shall be removed within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one dollar (\$1.00) per car per day for each day or fraction of a day that said car or cars are thus detained or held.

### RULE IX.

#### CONSIGNMENTS MORE THAN FOUR MILES DISTANT.

A consignee living more than four miles from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of *ordinary diligence*.

# RULE X.

## RAILROADS ALLOWED TO STORE PROPERTY.

Railroad companies are authorized to store such property in public warehouses at the expense of owner if same is not removed before demurrage charges attach.

# RULE XI.

## PER DIEM CHARGE ALLOWED CONSIGNEES.

When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within seventy-two (72) hours (not including Sundays or legal holidays), computed from 10 A. M. the day after arrival of the same, the shipper or consignee shall be paid one dollar (\$1.00) per day for each day said delivery is so delayed.

# RULE XII.

## STORMY WEATHER.

Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period; and no demurrage charges shall be allowed for such additional time.

This rule applies to the state of the weather during business hours.

# RULE XIII.

## DISCRIMINATION AND EXEMPTIONS.

Railroads shall not discriminate between persons or place in storage or demurrage charges. If a railroad company collects storage or demurrage of one person, under the demurrage rules, it must collect of all who are liable. No rebate, drawback or other similar device will be allowed. If demurrage is collected by a railroad company at one point on its line, it must be collected at



all places on its lines of those liable under the rules of the Commission.

Provided, That all package freight unloaded in a depot or warehouse, which is not removed by the owners thereof from the custody of the railroad company within seventy-two (72) hours (not including Sunday or legal holidays) after legal notice of arrival, may be subject thereafter to a charge of storage for each day or fraction of a day that it may remain in the custody of the railroad company, as follows:

In less than carload quantities, not more than one cent per 100 pounds per day.

In carload quantities, not more than one dollar (1.00) per day.

Provided further, That in no case shall the amount collected for storage of a less than carload shipment exceed the amount authorized to be charged as storage or demurrage on a carload of similar freight for the same length of time when not unloaded from the car as provided by the Demurrage Rules.

Provided further, That the Commission shall hear and grant applications to suspend operation of this rule whenever justice shall demand this course.

#### RULE XIV.

##### STORAGE CHARGES ON BAGGAGE.

Baggage remaining more than twenty-four hours after delivery from trains or after delivery at stations for transportation will be subject to a storage charge for each piece of twenty-five cents for the second day of twenty-four hours or fraction thereof, and for each succeeding day, at the rate of ten cents per day, until the end of the calendar month, or until the accrued charges amount to one dollar (\$1.00) for each piece.

If a second month is entered upon, a charge for the first month will be repeated until the accrued charges amount to 50 cents for each piece. The rate for each month succeeding will be the same as for the second month.

When baggage arrives between the hours of 3 P. M. Saturday and 3 P. M. Sunday, it will be held without charge until 3 P. M. Monday.

## RULE XV.

STORAGE CHARGES ON BAGGAGE FOR SEABOARD AIR LINE  
RAILWAY.

For all articles of baggage, consisting of trunks, valises, packages, etc., remaining on hand at station more than twenty-four hours, a storage charge will be allowed of twenty-five cents for the second day of twenty-four hours, or part thereof, until the seventh day. If the baggage remains on hand from eight to thirty days, the charge will be one dollar.

If the second month is entered upon, charges should be made as in first month except that ten cents instead of twenty-five cents should be charged for the first day of the second month.

When baggage arrives between 3 p. m. Saturday and 3 p. m. Sunday it shall be held without charge until 3 p. m. Monday.

## RULE XVI.

## OTHER DEMURRAGE CHARGES.

No other charges shall be made by any railroad company doing business wholly or in part in the State of Florida for storage or demurrage except as provided in the foregoing rules, and these rules shall become effective December 23, 1901.

## RULE XVII.

When a shipper makes a written application to a railroad company for a car or cars, to be loaded with any kind of freight embraced in the tariff of said company, for transportation within the State of Florida, stating in said application the character of the freight, the railroad company shall furnish same within four days from 7 o'clock a. m. the day following such application.

Or, when the shipper making application specifies a future day on which he desires to make a shipment (of other than fruit or vegetables), giving not less than four days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company

shall furnish such car or cars on or before the day specified in the application.

Or, when the shipper making such application specifies a future day on which he desires to make a shipment of fruit or vegetables, giving not less than two days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

For failure to comply with this rule, the company so offending shall forfeit and pay to the shipper applying the sum of \$2.00 per car per day or fraction of a day's delay after expiration of free time, upon demand in writing made within thirty days thereafter by the shipper.

Provided, however, that the collection of the demurrage herein authorized shall not deprive the shipper of his right to recover in any court of competent jurisdiction such damages as he may sustain by reason of the delay in furnishing cars.

Provided further, that this rule does not alter, abolish, supersede or repeal Rule 3 of the Railroad Commission's "Rules Governing the Transportation of Freight."

## RULE XVIII.

### DEPOSIT REQUIRED.

A shipper, on whose order a car or cars have been placed for loading, shall be allowed forty-eight hours for the loading of such car or cars, computing the time from 7 o'clock a. m. the day after such car or cars have been placed subject to the order of the shipper, and thereafter a demurrage charge of not more than \$2.00 per car per day, or fraction of a day, may be assessed and collected, and all such cars as have not been tendered to the railroad company with shipping instructions within said forty-eight hours; provided, however, that should the shipper fail to begin loading within forty-eight hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect \$4.00 on each car, covering the demurrage then due.

Provided, That with every order for a car or cars, the shipper shall deposit with the agent, or other proper offi-

cial on whom the demand for cars is made, \$4.00 for each and every car so ordered, which shall be refunded promptly to the shipper if the car or cars are loaded as provided for herein; otherwise, to be forfeited to the railroad. And provided further, that any shipper failing to make deposit as herein provided shall forfeit all right to recover demurrage from the railroad for failure to furnish cars within the time required.

Railroad companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of the demurrage charges herein last provided for, until such demurrage charges have been paid.

If, after placing the car or cars required by this rule, the railroad company shall, during or after free time, temporarily remove all or any of them, or in any way prevent, obstruct or delay the loading of same, the shipper shall not be chargeable with the delay caused thereby.

When, by reason of delay or irregularity on the part of the railroad company in filling orders, cars are bunched in excess of the ability of the shipper to load, as indicated in his applications, the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application.

## RULE XIX.

### SHIPMENTS DELAYED IN TRANSIT.

Whenever shipments have been received by any railroad company, such shipments destined to stations within a distance of fifty miles from starting point, shall be transported to destination within two days from 7 o'clock p. m. the day of issuing the bill of lading, and in one day's additional time for each additional fifty miles or fraction thereof; provided, that in computing time of freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another or re-handling of freight is involved, and for failure to transport such shipments within the time prescribed the railroad company shall forfeit and pay to the consignor or consignee the sum of \$2.00 per day on all carload freight and one cent per hundred pounds per day on package freights and freights in less than carload, with minimum charge of twenty-five cents for any package; provided, the

shipper makes demand therefor in writing within thirty days thereafter; provided, further, that in no case shall the penalty on any shipment exceed the value of the goods transported. The period of time during which the movement of trains is suspended for any cause not within the power of the roads to prevent shall be added to the time allowed herein.

Provided further, That the initial carrier shall be held responsible to the consignor or consignee for delay, in accordance with this rule, and whenever, in the transportation of any freight which may pass over two or more lines and delay is occasioned after it has been promptly offered to a connection by the initial road, the initial road shall recover of the road at fault for demurrage paid in accordance with this rule.

## SCHEDULES OF PASSENGER FARES

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### Operated by the Railroads in Florida.

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#### *Railroads Charging 3 Cents per Mile*

- \*Charlotte Harbor & Northern Railway.
- \*Florida Railway.
  - Georgia, Florida and Alabama Railway.
  - Georgia Southern and Florida Railway.
  - Pensacola, Alabama and Tennessee Railroad.
  - Georgia and Florida Railway.
- \*Live Oak, Perry & Gulf Railroad.
- Louisville & Nashville Railroad.

#### *Railroads Charging 4 Cents Straight Fare, with 3-Cent Round-Trip Tickets Good for Five Days Exclusive of Day of Sale:*

- Apalachicola Northern Railroad.
- Atlanta and St. Andrews Bay Railway.
- Birmingham, Columbus & St. Andrews Railroad.
- Fellsmere Railroad.
- \*Florida, Alabama & Gulf Railroad.
- \*Gulf, Florida & Alabama Railroad.
- \*Lake Hancock & Clermont Railroad.
- \*Madison Southern Railroad.
- Marianna and Blountstown Railroad.
- Ocala Northern Railway.
- Ocala and Southwestern Railroad.
- Standard and Hernando Railway.
- Sanford and Everglades Railway.
- Tampa and Gulf Coast Railway.
- \*Tampa Northern Railway.
- Woodville Railroad.

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\*Pending in courts.

*Railroads Charging 4 Cents per Mile:*

Florida Central Railroad.  
Tampa and Jacksonville Railroad.

*Railroads Charging 5 Cents Straight Fare, with 3-Cent Round-Trip Tickets Good for Five Days Exclusive of Day of Sale:*

Tavares and Gulf Railway.

*The Atlantic Coast Line Railroad Charges 2 3/4 Cents per Mile, Except the Following Branches, Which Charge 3-Cents:*

Florida Midland.  
Homosassa Branch.  
Newberry to Perry Extension.  
Oviedo Branch.  
Sanford Branch.  
Sanford and Tavares.  
St. Cloud Sugar Belt.  
Sanford and St. Petersburg.  
St. Johns and Lake Eustis.  
Tampa and Thonotosassa.  
Tiger Bay Branch.  
Winston and Bone Valley.

The Florida East Coast operates 3-cent rate north of Homestead, except between certain points, where a higher rate is charged. South of Homestead a 4-cent rate is authorized.

The South Georgia Railway operates a 3-cent passenger rate between Florida line and Greenville, and 4-cent straight fare, with 3-cent round-trip ticket good for five days exclusive of day of sale, between Greenville and Perry.

*The Seaboard Air Line Railway Charges 2 3/4 Cents per Mile, Except the Following Branches, Which Charge 3 Cents:*

Fernandina to Baldwin.  
Monticello to Drifton.  
Tallahassee to St. Marks.

Starke to Wannee.  
Waldo to Cedar Keys.  
Wildwood to Lake Charm.  
Lake Charm to Winter Park.  
Sumterville Junction to Sumterville.  
Archer to Eagle Mine.



**SCHEDULE  
OF  
FREIGHT TARIFFS.**

Schedule of Freight Tariffs Operated in the State of Florida by the Apalachicola Northern, Atlanta & St. Andrews Bay, Charlotte Harbor & Northern, Florida Central, Tampa & Jacksonville, Standard & Hernando, Tampa Northern, Woodville Railroad, Marianna & Blountstown, Ocala Northern, Tampa & Gulf Coast Railroads, Ocala & Southwestern, Tallahassee & Gulf, Birmingham, Columbus & St. Andrews, Fellsmere Railroad, Lake Hancock & Clermont, Florida, Alabama & Gulf Railroad, Gulf, Florida & Alabama Railway Company.

DISTANCES.	CLASS RATE IN CENTS. Per 100 Pounds.																Per Barrel.	Per 100 Pounds.	Per Ton. 2000 Pounds.	Per Car Load.	Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	
10 miles and under.....	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	5.00	8	
20 miles and over 10 miles.....	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00	7.00	9	
30 miles and over 20 miles.....	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00	8.00	10	
40 miles and over 30 miles.....	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00	9.00	11	
50 miles and over 40 miles.....	46	41	37	30	28	23	21	16	16	12	27	33	24	10 1/2	1.30	1.50	18.00	16.00	10.00	12	
60 miles and over 50 miles.....	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	11.00	13	
70 miles and over 60 miles.....	54	47	43	34	32	27	24	18	18	14	31	39	28	11 1/2	1.50	1.70	22.00	18.00	11.00	14	
80 miles and over 70 miles.....	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	12.00	15	
90 miles and over 80 miles.....	62	53	49	38	36	31	26	20	20	15	35	45	31	12 1/2	1.70	1.80	26.00	20.00	13.00	16	
100 miles and over 90 miles.....	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00	14.00	17	
110 miles and over 100 miles.....	69	59	54	42	40	35	28	22	22	17	39	49	33	13 1/2	1.80	1.90	29.00	22.00	14.00	18	

120 miles and over 110 miles.....	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00	15.00	19
130 miles and over 120 miles.....	75	65	58	46	44	39	30	24	24	19	43	51	35	14½	1.90	2.00	31.00	24.00	16.00	20
140 miles and over 130 miles.....	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1.95	2.05	32.00	25.00	16.00	21
150 miles and over 140 miles.....	80	70	61	50	48	43	32	26	26	20	47	53	37	15½	2.00	2.10	33.00	26.00	17.00	22
160 miles and over 150 miles.....	82	72	62	52	49	44	33	27	27	20	48	54	38	16	2.05	2.15	34.00	27.00	17.00	23
170 miles and over 160 miles.....	84	74	63	54	50	45	34	28	28	21	49	55	39	16½	2.10	2.20	35.00	28.00	18.00	24
180 miles and over 170 miles.....	86	76	64	56	51	46	35	28	29	21	50	56	40	16½	2.15	2.21	36.00	29.00	19.00	24½
190 miles and over 180 miles.....	88	78	65	58	52	47	36	29	30	22	51	57	41	16½	2.16	2.22	37.00	30.00	19.00	25
200 miles and over 190 miles.....	90	80	66	60	53	48	37	30	31	23	52	58	42	16½	2.17	2.23	38.00	30.00	20.00	25½
210 miles and over 200 miles.....	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2.18	2.24	38.00	31.00	20.00	26
220 miles and over 210 miles.....	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2.19	2.25	39.00	31.00	21.00	26½
230 miles and over 220 miles.....	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2.20	2.26	39.00	31.00	21.00	27
240 miles and over 230 miles.....	98	88	70	64	57	52	41	34	35	25	54	63	46	18	2.21	2.27	39.00	32.00	22.00	27½
250 miles and over 240 miles.....	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2.22	2.28	40.00	32.00	22.00	28
260 miles and over 250 miles.....	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2.23	2.29	41.00	32.00	22.00	28½
270 miles and over 260 miles.....	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2.24	2.30	41.00	33.00	23.00	29
280 miles and over 270 miles.....	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2.25	2.31	42.00	33.00	23.00	29½
290 miles and over 280 miles.....	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2.26	2.32	42.00	33.00	24.00	30
300 miles and over 290 miles.....	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2.27	2.33	43.00	34.00	24.00	30
310 miles and over 300 miles.....	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2.28	2.34	43.00	34.00	24.00	31
320 miles and over 310 miles.....	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2.29	2.35	44.00	34.00	24.00	31
330 miles and over 320 miles.....	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2.30	2.36	44.00	35.00	25.00	32
340 miles and over 330 miles.....	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2.31	2.37	45.00	35.00	25.00	32
350 miles and over 340 miles.....	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2.32	2.38	45.00	35.00	25.00	33
360 miles and over 350 miles.....	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2.32	2.39	46.00	35.00	25.00	34
370 miles and over 360 miles.....	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2.34	2.40	46.00	35.00	26.00	34

**SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED, AND ADOPTED BY THE RAILROAD COMMISSION  
OF THE STATE OF FLORIDA FOR THE FLORIDA RAILWAY, THE LIVE OAK, PERRY & GULF RAIL-  
ROAD, THE SOUTH GEORGIA AND WEST COAST RAILWAY, THE MADISON SOUTHERN RAILWAY.**

STATIONS.	PER HUNDRED POUNDS.																Per Barrel.		Per 100 Pounds.		Per Ton.		Per Car Load.		Per 100 Pounds.		Per Crate.	
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R								
10 miles and under.....	25	22	21	16	15	14	11	9	8	7	..	16	13	7	.75	1.00	8.00	10.00	5.00	8	..	..	..	..	..	..	..	..
20 miles and over 10 miles.....	30	27	25	20	18	17	13	11	10	8	..	19	15	8	.90	1.10	11.00	12.00	7.00	9	..	..	..	..	..	..	..	..
30 miles and over 20 miles.....	35	32	29	23	21	19	14	13	12	10	..	22	17	9	1.05	1.20	14.00	14.00	8.00	10	..	..	..	..	..	..	..	..
40 miles and over 30 miles.....	39	37	33	26	24	21	15	15	14	11	..	25	19	10	1.20	1.30	16.00	15.00	9.00	11	..	..	..	..	..	..	..	..
50 miles and over 40 miles.....	43	41	36	29	27	23	16	16	16	12	..	28	21	11	1.30	1.40	17.00	16.00	10.00	12	..	..	..	..	..	..	..	..
60 miles and over 50 miles.....	47	45	39	32	30	24	17	17	17	13	..	31	23	12	1.40	1.50	18.00	17.00	11.00	13	..	..	..	..	..	..	..	..
70 miles and over 60 miles.....	51	49	42	35	32	25	18	18	18	14	..	34	24	13	1.50	1.60	19.00	18.00	11.00	14	..	..	..	..	..	..	..	..
80 miles and over 70 miles.....	55	53	45	38	34	26	19	19	19	15	..	36	25	13	1.60	1.70	20.00	19.00	12.00	15	..	..	..	..	..	..	..	..

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST  
LINE RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY, TAVARES & GULF RAILROAD AND SAN-  
FORD & EVERGLADES RAILROAD COMPANY --LOCAL MILEAGE TARIFF.**

BETWEEN ALL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.																Per Barrel. Per 100 Pounds.		Per Ton.		Per Car Load.				Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R					
10 miles and under.....	24	21	20	15	14	13	10	9	8	6	14	15	12	7	\$ .75	\$1.00	\$ 8.00	\$10.00	\$ 5.00	8					
20 miles and over 10 miles.....	28	26	24	19	17	15	12	11	11	8	17	19	15	8	.90	1.10	11.00	12.00	7.00	9					
30 miles and over 20 miles.....	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1.05	1.20	14.00	14.00	8.00	10					
40 miles and over 30 miles.....	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1.20	1.30	16.00	15.00	9.00	11					
50 miles and over 40 miles.....	40	38	35	30	25	20	15	14	14	11	26	30	20	10½	1.30	1.40	17.00	16.00	10.00	12					
60 miles and over 50 miles.....	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1.40	1.50	18.00	17.00	11.00	13					
70 miles and over 60 miles.....	48	46	41	34	30	24	17	17	17	13	30	34	23	11½	1.50	1.60	19.00	18.00	11.00	14					
80 miles and over 70 miles.....	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1.60	1.70	20.00	19.00	12.00	15					
90 miles and over 80 miles.....	56	53	46	38	33	26	19	19	19	14	33	38	25	12½	1.70	1.75	22.00	20.00	13.00	16					
100 miles and over 90 miles.....	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1.75	1.80	25.00	21.00	14.00	17					
110 miles and over 100 miles.....	62	58	50	41	35	30	21	21	21	15	35	41	29	13½	1.80	1.90	26.00	22.00	14.00	18					
120 miles and over 110 miles.....	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1.85	1.95	26.00	23.00	15.00	19					

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST  
LINE RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY, TAVARES & GULF RAILROAD, AND SAN-  
FORD & EVERGLADES RAILROAD COMPANY—LOCAL MILEAGE TARIFF—Continued.**

BETWEEN ALL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.												Per Barrel.	Per 100 Pounds.	Per Ton.	Per Car Load.				Per 100 Pounds.
	1	2	3	4	5	G	A	B	C	D	E	H	F	K	L	M	N	O	P	R
130 miles and over 120 miles.....	66	61	55	43	37	32	23	23	23	18	37	43	31	14½	1.90	2.00	27.00	24.00	16.00	20
140 miles and over 130 miles.....	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1.95	2.05	28.00	25.00	16.00	21
150 miles and over 140 miles.....	70	63	59	47	39	35	25	25	24	18	39	47	33	15½	2.00	2.10	30.00	26.00	17.00	22
160 miles and over 150 miles.....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2.05	2.15	31.00	27.00	17.00	23
170 miles and over 160 miles.....	74	67	60	50	42	37	27	27	26	20	42	50	35	16½	2.10	2.20	31.00	28.00	18.00	24
180 miles and over 170 miles.....	76	68	61	53	43	38	28	27	28	21	43	53	36	16½	2.15	2.21	32.00	29.00	19.00	24½
190 miles and over 180 miles.....	77	69	63	54	44	39	29	28	29	21	44	54	37	16½	2.16	2.22	33.00	30.00	19.00	25
200 miles and over 190 miles.....	78	70	64	55	45	40	30	29	29	21	45	55	39	16½	2.17	2.23	34.00	30.50	20.00	25½
210 miles and over 200 miles.....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2.18	2.24	34.00	31.00	20.00	26
220 miles and over 210 miles.....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2.19	2.25	35.00	31.00	21.00	26½
230 miles and over 220 miles.....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2.20	2.26	36.00	31.00	21.00	27
240 miles and over 230 miles.....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2.21	2.27	36.00	32.00	22.00	27½
250 miles and over 240 miles.....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2.22	2.28	37.00	32.00	22.00	28

260 miles and over 250 miles.....	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2.23	2.29	37.00	32.00	22.00	28½
270 miles and over 260 miles.....	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2.24	2.30	38.00	33.00	23.00	29
280 miles and over 270 miles.....	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2.25	2.31	38.00	33.00	23.00	29½
290 miles and over 280 miles.....	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2.26	2.32	39.00	33.00	24.00	30
300 miles and over 290 miles.....	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2.27	2.33	39.00	34.00	24.00	30
310 miles and over 300 miles.....	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2.28	2.34	40.00	34.00	24.00	31
320 miles and over 310 miles.....	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2.29	2.35	40.00	34.00	24.00	31
330 miles and over 320 miles.....	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2.30	2.36	41.00	35.00	25.00	32
340 miles and over 330 miles.....	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2.31	2.37	41.00	35.00	25.00	32
350 miles and over 340 miles.....	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2.32	2.38	42.00	35.00	25.00	33
360 miles and over 350 miles.....	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2.33	2.39	43.00	35.00	25.00	34
370 miles and over 360 miles.....	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2.34	2.40	43.00	35.00	26.00	34
380 miles and over 370 miles.....	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2.35	2.43	44.00	36.00	27.00	35
390 miles and over 380 miles.....	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2.36	2.46	45.00	36.00	27.00	35
400 miles and over 390 miles.....	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2.37	2.50	45.00	36.00	28.00	36

10—R. R. O.

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST  
COAST RAILWAY, EFFECTIVE NOVEMBER 1, 1910.

DISTANCES.	CLASS RATES IN CENTS PER 100 POUNDS.														Per Barrel.	Per 100 Lbs.	Per Ton, 2000 Lbs.	Per Carload.					Per 100 Lbs.	Per Stand'rd Box		Per Stand'rd Crate.		
	1	2	3	4	5	6	A	B	C	D	E	H	F	K				L	M	N	O	P		R	G		V	
																									C.L.	L.C.L.	C.L.	L.C.L.
10 Miles and under.....	24	21	20	15	14	13	10	9	8	6	14	15	12	7	75	1 00	8 00	10 00	5 00	8	8	11	6	9				
20 Miles and over 10 Miles....	28	26	24	19	17	15	12	11	11	8	17	19	15	8	90	1 10	11 00	12 00	7 00	9	8	11	6	9				
30 " " " 20 Miles....	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1 05	1 20	14 00	14 00	8 00	10	8	11	7	10				
40 " " " 30 Miles....	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1 20	1 30	16 00	15 00	9 00	11	9	12	7	10				
50 " " " 40 Miles....	40	38	35	30	25	20	15	14	14	11	25	30	20	10 <sup>5</sup>	1 30	1 40	18 00	16 00	10 00	12	10	13	8	11				
60 " " " 50 Miles....	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1 40	1 50	20 00	17 00	11 00	13	11	14	8	11				
70 " " " 60 Miles....	48	46	41	34	30	24	17	17	17	13	30	34	23	11 <sup>5</sup>	1 50	1 60	22 00	18 00	11 00	14	12	15	9	12				
80 " " " 70 Miles....	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1 60	1 70	24 00	19 00	12 00	15	13	16	9	12				
90 " " " 80 Miles....	56	53	46	38	33	26	19	19	19	14	33	38	25	12 <sup>5</sup>	1 70	1 75	26 00	20 00	13 00	16	14	17	10	13				
100 " " " 90 Miles....	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1 75	1 80	28 00	21 00	14 00	17	15	18	10	13				
110 " " " 100 Miles....	62	58	50	41	35	30	21	21	21	15	35	41	29	13 <sup>5</sup>	1 80	1 90	29 00	22 00	14 00	18	16	19	11	14				
120 " " " 110 Miles....	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1 85	1 95	29 00	23 00	15 00	19	17	20	11	14				
130 " " " 120 Miles....	66	61	55	43	37	32	23	23	23	18	37	43	31	14 <sup>5</sup>	1 90	2 00	31 00	24 00	16 00	20	18	21	12	15				
140 " " " 130 Miles....	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1 95	2 05	32 00	25 00	16 00	21	19	22	12	15				



150	"	"	"	140 Miles....	70	63	59	47	39	35	25	25	24	18	39	47	33	15 <sup>P</sup>	2 00	2 10	33 00	26 00	17 00	22	20	23	13	16
160	"	"	"	150 Miles....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2 05	2 15	34 00	27 00	17 00	23	20	23	13	16
170	"	"	"	160 Miles....	74	67	60	50	42	37	27	27	26	20	42	50	35	16 <sup>P</sup>	2 10	2 20	35 00	28 00	18 00	24	21	24	14	17
180	"	"	"	170 Miles....	76	68	61	53	43	38	28	27	28	21	43	53	36	16 <sup>P</sup>	2 15	2 21	36 00	29 00	19 00	24 <sup>5</sup>	21	24	14	17
190	"	"	"	180 Miles....	77	69	63	54	44	39	29	28	29	21	44	54	37	16 <sup>5</sup>	2 16	2 22	37 00	30 00	19 00	25	22	25	15	18
200	"	"	"	190 Miles....	78	70	64	55	45	40	30	29	29	21	45	55	39	16 <sup>P</sup>	2 17	2 23	38 00	30 50	20 00	25 <sup>5</sup>	22	25	15	18
210	"	"	"	200 Miles....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2 18	2 24	38 00	31 00	20 00	26	23	26	16	19
220	"	"	"	210 Miles....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2 19	2 25	39 00	31 00	21 00	26 <sup>5</sup>	23	26	16	19
230	"	"	"	220 Miles....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2 20	2 26	39 00	31 00	21 00	27	24	27	17	20
240	"	"	"	230 Miles....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2 21	2 27	39 00	32 00	22 00	27 <sup>P</sup>	24	27	17	20
250	"	"	"	240 Miles....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2 22	2 28	40 00	32 00	22 00	28	25	28	18	21
260	"	"	"	250 Miles....	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2 23	2 29	41 00	32 00	22 00	28 <sup>P</sup>	25	28	18	21
270	"	"	"	260 Miles....	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2 24	2 30	41 00	33 00	23 00	29	26	29	19	22
280	"	"	"	270 Miles....	88	78	71	64	54	49	38	37	36	26	51	64	47	20	2 25	2 31	42 00	33 00	23 00	29 <sup>P</sup>	26	29	19	22
290	"	"	"	280 Miles....	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2 26	2 32	42 00	33 00	24 00	30	27	30	20	23
300	"	"	"	290 Miles....	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2 27	2 33	43 00	34 00	25 00	30	27	30	20	23
310	"	"	"	300 Miles....	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2 28	2 34	43 00	34 00	25 00	31	28	31	21	24
320	"	"	"	310 Miles....	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2 29	2 35	44 00	34 00	27 00	31	28	31	21	24
330	"	"	"	320 Miles....	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2 30	2 36	44 00	35 00	28 00	32	28	31	21	24
340	"	"	"	330 Miles....	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2 31	2 37	45 00	35 00	29 00	32	29	32	22	25
350	"	"	"	340 Miles....	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2 32	2 38	45 00	35 00	31 00	33	29	32	22	25
360	"	"	"	350 Miles....	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2 33	2 39	46 00	35 00	32 00	34	29	32	22	25
370	"	"	"	360 Miles....	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2 34	2 40	46 00	35 00	33 00	34	30	33	23	26
380	"	"	"	370 Miles....	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2 35	2 43	47 00	36 00	35 00	35	30	33	23	26
390	"	"	"	380 Miles....	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2 36	2 46	47 00	36 00	37 00	35	30	33	23	26
400	"	"	"	390 Miles....	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2 37	2 50	48 00	36 00	37 00	36	31	34	24	27

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST  
COAST RAILWAY, EFFECTIVE NOVEMBER 1, 1910. —Continued.**

DISTANCES.				CLASS RATES IN CENTS PER 100 POUNDS.													Per Barrel.		Per 100 Lbs.		2,000 Lbs. Per Ton,		Per Carload.					Per 100 Lbs.	* Per Stand'rd Box.		Per Stand'rd Crate	
				1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	G		V						
																						G.L.	L.C.L.	G.L.	L.C.L.							
410	"	"	"	400 Miles....	101	91	83	73	63	58	46	44	44	32	63	73	56	24		2 38	2 51	51 00	37 00	38 00	37	31	34	24	27			
420	"	"	"	410 Miles....	102	92	83	73	63	58	46	44	44	32	63	73	56	24		2 38	2 51	51 00	37 00	38 00	37	31	34	24	27			
430	"	"	"	420 Miles....	103	93	83	73	63	58	46	44	44	32	63	73	56	24		2 38	2 51	51 00	37 00	38 00	37	32	35	26	28			
440	"	"	"	430 Miles....	104	94	84	74	64	59	47	45	45	33	64	74	57	25		2 39	2 52	51 00	38 00	38 00	38	32	36	26	28			
450	"	"	"	440 Miles....	105	95	84	74	64	59	47	45	45	33	64	74	57	25		2 39	2 52	51 00	38 00	39 00	38	32	35	25	28			
460	"	"	"	450 Miles....	106	96	84	74	64	59	47	46	45	33	64	74	57	25		2 39	2 52	61 00	38 00	39 00	38	33	36	26	29			
470	"	"	"	460 Miles....	107	97	86	76	66	60	48	46	46	34	65	75	58	26		2 40	2 53	51 00	39 00	39 00	39	33	36	26	29			
480	"	"	"	470 Miles....	108	98	85	75	65	60	48	46	46	34	65	75	58	26		2 40	2 53	61 00	39 00	39 00	39	33	36	26	29			
490	"	"	"	480 Miles....	109	99	85	75	66	60	48	46	46	34	65	75	58	26		2 40	2 53	61 00	39 00	39 00	39	34	37	27	30			
500	"	"	"	490 Miles....	110	100	86	76	66	61	49	47	47	35	66	76	59	27		2 41	2 54	63 00	40 00	40 00	40	34	37	27	30			
510	"	"	"	500 Miles....	111	101	86	76	66	61	49	47	47	35	66	76	59	27		2 41	2 54	63 00	40 00	40 60	40	34	37	27	30			
520	"	"	"	610 Miles....	112	102	86	76	66	61	49	47	47	35	66	76	59	27		2 41	2 54	63 00	40 00	40 60	40	35	38	28	31			
530	"	"	"	620 Miles....	113	103	87	77	67	62	60	48	48	36	67	77	60	28		2 42	2 55	54 00	41 00	40 50	41	36	38	28	31			
640	"	"	"	630 Miles....	114	104	87	77	67	62	50	48	48	36	67	77	60	28		2 42	2 55	54 00	41 00	40 50	41	35	38	28	31			
660	"	"	"	640 Miles....	116	105	87	77	67	62	60	48	48	36	67	77	60	28		2 42	2 55	54 00	41 00	40 50	41	36	39	29	32			

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA, FLORIDA  
& ALABAMA RAILWAY.**

DISTANCES.	PER ONE HUNDRED POUNDS.															Per Barrel.	Per 100 Lbs.		Per Ton 2,000 Lbs.	Per Car Load.				Per 100 Lbs.	Per Standard Crate.
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15		16	17		18	19	20			
10 miles and under.....	24	21	20	15	14	12	12	12	5½	5	14	11½	15	7½	.75	1.20	9.75	12.00	5.00	8	10	8			
20 miles and over 10.....	30	27	24	21	18	15	15	15	7	6	18	14	21	9	.90	1.35	12.00	15.00	7.00	9	11	8			
30 miles and over 20.....	36	32	29	26	21	17	17	17	7½	6½	21	15	26	10½	1.05	1.50	15.00	16.50	8.00	11	12	8			
40 miles and over 30.....	41	36	33	30	24	18	18	18	8	7½	24	16½	30	12	1.20	1.65	19.50	18.00	9.00	12	12	9			
50 miles and over 40.....	42	38	35	31	25	18	18	18	8½	8	27	17½	31	12	1.26	1.68	19.60	18.20	10.00	13	13	9			
60 miles and over 50.....	45	41	36	32	27	20	20	20	9	8½	27	18	32	12	1.33	1.75	19.60	19.60	10.00	13	13	10			
70 miles and over 60.....	50	46	41	36	28	21	21	21	9½	9	28	19	36	12½	1.40	1.96	22.40	21.00	11.00	15	14	11			
80 miles and over 70.....	51	47	41	36	28	21	21	21	10	9½	28	20	36	12½	1.43	1.96	22.40	21.00	12.00	16	15	11			
90 miles and over 80.....	55	49	43	38	29	22	22	22	11	10	29	22	38	12½	1.50	2.10	23.40	22.10	13.00	17	16	12			
100 miles and over 90.....	59	52	46	39	30	23	23	23	11½	11	30	23	39	13	1.56	2.21	26.00	22.10	14.00	18	17	12			
110 miles and over 100.....	59	52	46	39	30	23	23	23	12	11	30	23	39	13	1.56	2.21	26.00	22.10	14.00	18	17	12			

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA SOUTHERN  
AND FLORIDA RAILWAY—LOCAL MILEAGE TARIFF.**

DISTANCES.	PER HUNDRED POUNDS.											Per Barrel.	Per 100 Pounds.	Per Ton 2,000 Pounds.	Per Car Load.				Per 100 Pounds.	Oranges per box 80 lbs.	Vegetables per crate 50 lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	
10 miles and under.....	24	21	20	15	14	12	12	12	5½	5	14	15	11½	7½	\$ .75	\$1.20	\$ 9.75	\$12.00	\$ 5.00	8	10
20 miles and over 10 miles	30	27	24	21	18	15	15	15	7	6	18	21	14	9	.90	1.35	12.00	15.00	7.00	9	11
30 miles and over 20 miles	36	32	29	26	21	17	17	17	7½	6½	21	26	15	10½	1.05	1.50	15.00	16.50	8.00	11	12
40 miles and over 30 miles	41	36	33	30	24	18	18	18	8	7½	24	30	16½	12	1.20	1.65	19.50	18.00	9.00	12	12
50 miles and over 40 miles	42	38	35	31	25	18	18	18	8½	8	25	31	17½	12	1.26	1.68	19.60	18.20	10.00	13	13
60 miles and over 50 miles	46	42	38	34	27	20	20	20	9	8½	27	34	18	12½	1.33	1.82	20.30	19.60	11.00	14	13
70 miles and over 60 miles	50	46	41	36	28	21	21	21	9½	9	28	36	19	12½	1.40	1.96	22.40	21.00	11.00	15	14
80 miles and over 70 miles	51	47	41	36	28	21	21	21	10	9½	28	36	20	12½	1.43	1.96	22.40	21.00	12.00	16	14
90 miles and over 80 miles	55	49	43	38	29	22	22	22	11	10	29	38	21½	12½	1.50	2.08	23.40	22.10	13.00	17	15
100 miles and over 90 miles	59	52	46	39	30	23	23	23	11½	11	30	39	23	13	1.56	2.21	26.00	22.10	14.00	18	15
110 miles and over 100 miles	59	52	46	39	30	23	23	23	12	11	30	39	23	13	1.56	2.21	26.00	22.10	14.00	18	15
120 miles and over 110 miles	61	53	47	39	30	24	24	24	13	12	30	39	24	13	1.56	2.28	27.60	22.10	15.00	19	15

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA. BY THE PENSACOLA, ALABAMA AND TENNESSEE RAILROAD—LOCAL MILEAGE TARIFF.**

DISTANCES	Per 100 pounds.																Per Barrel.	Per 100 lbs.	Fertilizers.	Per 100 lbs.	Per 100 lbs.	Brick, C. L.	Lumber, C. L.
	1	2	3	4	5	6	A	B	C	D	E	H	F	L	M	N	P						
10 miles and under .....	20	17	15	13	12	11	11	11	7	7	11	11	7	7	7	5	5						
20 miles and over 10 miles .....	23	20	18	16	13	12	12	12	9	9	13	13	9	9	9	6	6						
30 miles and over 20 miles .....	28	24	22	19	17	15	15	15	10	10	15	15	10	10	10	6	8						

**SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED AND ADOPTED BY THE RAILROAD COMMISSION  
OF THE STATE OF FLORIDA, FOR PENSACOLA AND ATLANTIC DIVISION, LOUISVILLE AND  
NASHVILLE RAILROAD, TAKING EFFECT APRIL 1, 1903.**

BETWEEN LOCAL STATIONS.	PER HUNDRED POUNDS.																Per 2,000 Lbs.	Per Car.		Oranges per box 80 lbs.	Vegetables per crate 50 lbs.				
	Per Barrel.																	Per 100 Lbs.	Live Stock, Except Hogs			Sheep double deck Hogs single.			
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	Coal					
10 miles and under.....	25	22	18	17	16	15	15	15	6	6	15	15	12	15	7	5	3	5	3	4	.60	\$10.00	\$12.00	10	8
15 miles and over 10 miles.....	30	25	21	20	19	18	18	18	7	7	18	18	14	18	9	7	4	7	4	.80	14.00	17.00	10	8	
20 miles and over 15 miles.....	32	28	25	23	21	20	20	20	7	7	20	20	14	20	10	7	5	7	5	.90	14.00	17.00	11	8	
25 miles and over 20 miles.....	35	30	27	25	23	21	21	21	9	8	21	21	18	21	11	8	5	8	5	1.00	17.00	20.00	11	8	
30 miles and over 25 miles.....	37	32	30	27	24	22	22	22	10	8	22	22	20	22	11	8	6	8	6	1.05	17.00	20.00	12	8	
35 miles and over 30 miles.....	40	35	32	29	26	23	23	23	11	9	23	23	22	23	12	8	6	8	6	1.15	19.00	23.00	12	9	
40 miles and over 35 miles.....	42	37	33	30	27	24	24	24	12	9	24	24	24	24	1	8	6	8	6	1.20	19.00	23.00	12	9	
45 miles and over 40 miles.....	42	40	34	31	28	25	25	25	13	10	25	25	26	25	13	8	7	8	7	1.25	21.00	25.00	12	9	
50 miles and over 45 miles.....	45	41	35	32	29	26	26	26	14	10	26	26	28	26	14	9	7	9	7	1.25	21.00	25.00	13	9	
55 miles and over 50 miles.....	47	42	36	33	30	27	27	27	15	11	27	27	30	27	15	10	7	10	7	1.30	23.00	28.00	13	9	
60 miles and over 55 miles.....	48	43	37	34	31	28	28	28	16	11	28	28	32	28	16	12	8	12	8	1.35	23.00	28.00	13	9	
65 miles and over 60 miles.....	50	44	40	36	33	30	30	30	17	12	30	30	34	30	17	12	8	12	8	1.40	25.00	30.00	13	10	

70 miles and over	65 miles.....	52	45	41	37	33	30	30	30	17	12	30	30	34	30	17	13	8	13	8	1.45	25.00	30.00	14	10
75 miles and over	70 miles.....	55	45	42	38	34	30	30	30	18	13	30	30	36	30	18	13	9	13	9	1.50	27.00	32.00	14	10
80 miles and over	75 miles.....	57	47	43	39	35	31	31	31	18	14	31	31	36	31	18	14	9	14	9	1.50	27.00	32.00	14	10
85 miles and over	80 miles.....	58	50	44	40	36	32	32	32	19	15	32	32	38	32	19	14	9	14	9	1.55	29.00	35.00	14	10
90 miles and over	85 miles.....	60	52	46	41	37	33	33	33	19	15	33	33	38	33	19	15	10	15	10	1.55	29.00	35.00	15	10
95 miles and over	90 miles.....	62	54	48	43	38	34	34	34	19	15	34	34	38	34	19	15	10	15	10	1.60	31.00	35.00	15	10
100 miles and over	95 miles.....	64	56	50	45	40	36	36	36	20	15	36	36	40	36	20	15	10	15	10	1.60	31.00	35.00	15	10
110 miles and over	100 miles.....	66	58	51	46	41	37	37	37	21	16	37	37	42	37	21	16	11	16	11	1.65	32.00	36.00	15	11
120 miles and over	110 miles.....	68	60	52	47	42	38	38	38	22	17	38	38	44	38	22	16	11	16	11	1.65	34.00	38.00	16	11
130 miles and over	120 miles.....	70	62	53	48	43	39	39	39	23	18	39	39	46	39	23	17	12	17	12	1.75	34.00	39.00	16	11
140 miles and over	130 miles.....	72	64	54	49	44	40	40	40	24	19	40	40	48	40	24	17	12	17	12	1.75	35.00	40.00	16	11
150 miles and over	140 miles.....	74	66	56	50	45	41	41	41	25	20	41	41	50	41	15	18	13	18	13	1.80	36.00	40.00	17	12
160 miles and over	150 miles.....	76	68	58	51	46	42	42	42	25	20	42	42	50	42	26	18	13	18	13	1.90	37.00	40.00	17	12

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA DIVISION  
LOUISVILLE AND NASHVILLE RAILROAD—LOCAL MILEAGE TARIFF.**

DISTANCES.	CLASS RATES IN CENTS Per 100 Pounds.																CARLOADS.				
																	Per 100 Lbs.	Per 2,000 Lbs.	Per Car.		
																			Live Stock, Except Hogs.	Sheep Double Deck, Hogs Single.	Oranges, box 80 Lbs. Veg'bles, Cr't 50 Lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	I	L	M	N	Coal			
10 miles and under.....	12	10	9	8	7	6	6	6	5	5	6	6	10	6	5	4	3	\$ .60	\$ 5.00	\$ 6.00	10 8
15 miles and over 10 miles.....	15	14	12	11	10	9	9	9	6	6	9	9	12	9	6	5	4	.70	6.00	7.00	11 8
20 miles and over 15 miles.....	20	17	15	13	12	11	11	11	7	7	11	11	14	11	7	6	5	.90	7.00	8.00	12 8
25 miles and over 20 miles.....	23	20	17	15	14	13	13	13	9	8	13	13	18	13	9	7	5	1.05	8.00	10.00	12 9
30 miles and over 25 miles.....	26	23	20	17	16	15	15	15	10	8	15	15	20	15	10	7	6	1.15	10.00	12.00	13 9
35 miles and over 30 miles.....	29	25	22	19	18	17	17	17	11	9	17	17	22	17	11	8	6	1.20	12.00	14.00	13 9
40 miles and over 35 miles.....	32	27	24	21	20	19	19	19	12	9	19	19	24	19	12	8	6	1.25	14.00	17.00	14 10
45 miles and over 40 miles.....	35	30	27	23	22	21	21	21	13	10	21	21	26	21	13	8	7	1.25	15.00	18.00	14 10
50 miles and over 45 miles.....	37	32	28	25	24	22	22	22	14	10	22	22	28	22	14	9	7	1.30	16.00	19.00	15 10
55 miles and over 50 miles.....	39	34	30	26	25	23	23	23	15	11	23	23	30	23	15	10	7	1.35	18.00	22.00	15 10



# SCHEDULE OF FREIGHT TARIFFS OPERATED IN FLORIDA BY GEORGIA & FLORIDA RAILWAY.

BETWEEN LOCAL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.												Per Barrel.	Per 100 Pounds.	Per Ton.	PER CAR LOAD.			Per 100 Pounds.	Per Crats.	
	1	2	3	4	5	6	A	B	C	D	H	F	K	L	M	N	O	P	R	G	V
10 miles and under.....	24	21	20	15	14	12	12	8	5½	5	15	11	5	50	\$ .80	\$ 8.00	\$ 6.00	\$ 5.00	5	13	10
20 miles and over 10 miles.....	30	27	24	21	18	15	15	10	7	6	21	14	6	60	.90	11.00	10.00	7.00	6	13	10
30 miles and over 20 miles.....	36	32	29	26	21	17	17	11	7½	7	26	15	7	70	1.00	14.00	11.00	8.00	7	13	10
40 miles and over 30 miles.....	41	36	33	30	24	18	18	12	8	7½	30	16	8	80	1.10	16.00	12.00	9.00	8	13	10
50 miles and over 40 miles.....	45	41	37	33	27	20	20	13	9	8	33	17½	8	90	1.20	18.00	13.00	10.00	9	13	10

**RATE ON PHOSPHATE BETWEEN POINTS WITH-  
IN THE STATE OF FLORIDA.**

The rate on Phosphate between points within the State of Florida shall not exceed one cent per ton per mile.

Provided, That where the rate of one cent per ton per mile will raise any rate now in operation (December 17, 1903), that said rate of one cent per ton per mile shall not be effective, but the lower rate as charged by the Railroad Companies is hereby adopted by the Railroad Commissioners as their rate between such points.

Provided Further, That where a shipment of Phosphate shall pass over two or more railroads in reaching its destination within the State of Florida, the initial line may charge one and a half cents per ton per mile for the first ten miles which said Phosphate shall be hauled.

Provided Further, That where Phosphate from points in Florida passes over two or more roads in reaching its destination within the State of Florida, that the provisions of Rule 19, Governing Joint Rates is hereby modified, so that the initial road shall have the right to deliver the shipment to the delivering road at such junctional point within the State of Florida as it may desire.

Provided, However, that the rate charged for such shipment shall be based upon the shortest mileage between the point of shipment and the place of destination.

## SUGAR CANE TO SUGAR AND SYRUP FACTORIES.

Distances—	Rate, in cents, per ton of 2,000 lbs.
10 miles and under .....	\$ .50
20 miles and over 10 miles.....	.50
30 miles and over 20 miles.....	.55
40 miles and over 30 miles.....	.65
50 miles and over 40 miles.....	.70
60 miles and over 50 miles.....	.75
70 miles and over 60 miles.....	.80
80 miles and over 70 miles.....	.85
90 miles and over 80 miles.....	.90
100 miles and over 90 miles.....	.95

Minimum, 15 tons to a car.

NOTE—These rates apply, *provided* the full products of the cane are re-shipped from the factory by the line bringing in the cane.

*Provided further*, That such carrier makes as low rates as other competing carriers on the outward product.

If the product is not shipped as above provided, the rates will be 100 per cent. higher.

## RATES ON COTTON PRESSED IN BALES.

RATES IN CENTS PER 100 POUNDS.

10 miles and under.....	11
20 miles and over 10 miles.....	13
30 miles and over 20 miles.....	15
40 miles and over 30 miles.....	17
50 miles and over 40 miles.....	19
60 miles and over 50 miles.....	21
70 miles and over 60 miles.....	23
80 miles and over 70 miles.....	25
90 miles and over 80 miles.....	27
100 miles and over 90 miles.....	29
110 miles and over 100 miles.....	30
120 miles and over 110 miles.....	31
130 miles and over 120 miles.....	32
140 miles and over 130 miles.....	33
150 miles and over 140 miles.....	34
160 miles and over 150 miles.....	35

Schedule of Freight Tariffs Revised, Allowed and Adopted by the  
Railroad Commission of the State of Florida.

FOR THE SOUTHERN EXPRESS COMPANY.

LOCAL COMMODITY MILEAGE SCALE RATES.

Solely Within the State of Florida.

The following rates on Fruit and Vegetables will apply on all  
shipments between local points on

FLORIDA EAST COAST RAILWAY.

Over Miles	Not Over Miles	Per Package		Over Miles	Not Over Miles	Per Package	
		Tariff "A"	Tariff "B"			Tariff "A"	Tariff "B"
1	10	25	25	160	170	40	30
10	20	25	25	170	180	40	30
20	30	25	25	180	190	40	30
30	40	30	25	190	200	40	35
40	50	30	25	200	210	45	35
50	60	30	25	210	220	45	35
60	70	35	25	220	230	45	40
70	80	35	25	230	240	45	40
80	90	35	25	240	250	45	40
90	100	35	25	250	275	50	45
100	110	35	25	275	300	55	50
110	120	35	25	300	325	60	50
120	130	35	25	325	350	60	55
130	140	35	25	350	375	60	55
140	150	40	30	...	...	..	..
150	160	40	30	...	...	..	..

Minimum charge on any single shipment, 25 cents.

**Note:** The above quoted rates do not abrogate any lower  
special rates now in effect, nor any lower rates made by the  
application of the "May Scale."

Rates between points reached by two or more railroads will  
be based on the mileage of the shortest through line.

On shipments passing over two roads not under the same  
management or control, the maximum rate charged on such  
shipments shall not be greater than the sum of the local rates  
on each road, less 20 per cent. for the distance hauled over each  
road.

On shipments passing over three or more roads not under  
the same management or control, the maximum rate charged  
on such shipments shall not be greater than the sum of the local  
rates on each road, less 30 per cent. for the distance hauled over  
each road.

CLASSIFICATION.

Tariff "A."

FRUIT: Oranges, Lemons, \*Limes, Grapefruit, Pineapples, In

standard crates of 80 pounds. Barrels or Barrel Crates double the crate rate.

\*Limes, in standard crates of 50 pounds, Tariff "B."

#### Tariff "B."

FRUIT: Apples, Peaches, Pears, Grapes, Guavas, Persimmons, Sapodillas, Mangoes, Alligator Pears, and like articles, in standard crates of 50 pounds.

VEGETABLES: Beans, Beets, Cauliflower, Okra, Tomatoes, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes, and like articles, in standard crates of 50 pounds. Barrels or Barrel Crates, double the crate rate.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.

#### FOR THE SOUTHERN EXPRESS COMPANY.

#### LOCAL COMMODITY MILEAGE SCALE RATE.

Solely Within the State of Florida.

The following rates on Fruit and Vegetables will apply on all shipments between local points on any one of the railroads in the State of Florida, except, the Florida East Coast Railway:

Over Miles	Not Over Miles	Per Package		Over Miles	Not Over Miles	Per Package	
		Tariff "A"	Tariff "B"			Tariff "A"	Tariff "B"
1	10	25	25	160	170	35	25
10	20	25	25	170	180	35	25
20	30	25	25	180	190	35	25
30	40	25	25	190	200	35	25
40	50	25	25	200	210	40	30
50	60	30	25	210	220	40	30
60	70	30	25	220	230	40	30
70	80	30	25	230	240	40	30
80	90	30	25	240	250	40	30
90	100	30	25	250	275	45	35
100	110	30	25	275	300	45	35
110	120	30	25	300	325	45	40
120	130	30	25	325	350	50	40
130	140	30	25	350	375	50	40
140	150	35	25	375	400	50	40
150	160	35	25	400	...	50	40

Minimum charge on any single shipment, 25 cents.

Note: The above quoted rates do not abrogate any lower special rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

On shipments passing over two roads not under the same management or control, the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 20 per cent. for the distance hauled over each road.

On shipments passing over three or more roads not under the same management or control, the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 30 per cent. for the distance hauled over each road.

#### CLASSIFICATION.

##### Tariff "A."

FRUIT: Oranges, Lemons, \*Limes, Grapefruit, Pineapples, in standard crates of 30 pounds. Barrels or Barrel Crates double the crate rate.

\*Limes, in standard crates of 50 pounds, Tariff "B."

##### Tariff "B."

FRUIT: Apples, Peaches, Pears, Grapes, Guavas, Persimmons, Sapodillas, Mangoes, Alligator Pears, and like articles, in standard crates of 50 pounds.

VEGETABLES: Beans, Beets, Cauliflower, Okra, Tomatoes, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes, and like articles, in standard crates of 50 pounds. Barrels or Barrel Crates, double the crate rate.

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#### LOCAL EXPRESS RATES ON COMMODITIES AS REVISED, ADOPTED AND ALLOWED.

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Schedule of Freight Tariffs Revised, Allowed and Adopted by the  
Railroad Commission of the State of Florida.

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#### FOR THE SOUTHERN EXPRESS COMPANY.

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#### LOCAL MILEAGE SCALE RATE ON STRAWBERRIES.

Solely Within the State of Florida.

The following rates on strawberries will apply on all shipments

between local points on any one of the railroads in the State of Florida, except

THE FLORIDA EAST COAST RAILWAY.

Over Miles	Not Over Miles	Per Crate	Over Miles	Not Over Miles	Per Crate
1	10	25	160	170	55
10	20	25	170	180	55
20	30	25	180	190	55
30	40	30	190	200	55
40	50	30	200	210	55
50	60	30	210	220	55
60	70	30	220	230	55
70	80	35	230	240	60
80	90	35	240	250	60
90	100	35	250	275	60
100	110	40	275	300	60
110	120	40	300	325	60
120	130	40	325	350	65
130	140	50	350	375	65
140	150	50	375	400	70
150	160	55	400	...	70

The above rates are per standard crate of 32 quarts, estimated at 50 pounds. Excess of this weight will be charged for pro rata.

Minimum charge on any single shipment, 25 cents.

**Note:** The above quoted rates do not abrogate any lower specific rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

On shipments passing over two roads not under the same management or control the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 20 per cent. for the distance hauled over each road.

On shipments passing over three or more roads not under the same management or control, the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 30 per cent. for the distance hauled over each road.

**LOCAL MILEAGE RATES ON FRUIT AND  
VEGETABLES.**

DISTANCES.	CLASS	
	Per Crate	
	G.	V.
10 miles and under.....	13	10
20 miles and over 10 miles.....	13	10
30 miles and over 20 miles.....	13	10
40 miles and over 30 miles.....	13	10
50 miles and over 40 miles.....	13	10
60 miles and over 50 miles.....	15	10
70 miles and over 60 miles.....	16	10
80 miles and over 70 miles.....	16	10
90 miles and over 80 miles.....	16	10
100 miles and over 90 miles.....	16	10
110 miles and over 100 miles.....	16	11
120 miles and over 110 miles.....	16	11
130 miles and over 120 miles.....	16	11
140 miles and over 130 miles.....	16	11
150 miles and over 140 miles.....	17	12
160 miles and over 150 miles.....	17	12
170 miles and over 160 miles.....	18	12
180 miles and over 170 miles.....	18	12
190 miles and over 180 miles.....	18	13
200 miles and over 190 miles.....	18	13
210 miles and over 200 miles.....	19	13
220 miles and over 210 miles.....	19	13
230 miles and over 220 miles.....	19	14
240 miles and over 230 miles.....	20	14
250 miles and over 240 miles.....	20	14

For distances exceeding 250 miles, the maximum rate shall be 25 cents per box or crate and 50 cents per barrel or barrel crate.

These rates will apply on local shipments between all points on any railroad in the State of Florida.

EXCEPTIONS.—These rates do not apply to base points *as a basis for through rates.*

Do not apply on Florida East Coast Railway.

For Florida East Coast Railway see its regular local mileage rates.



## CLASSIFICATION.

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### CLASS G—FRUIT:

Oranges, Lemons, Limes, Grapefruit, Pineapples.

In standard crates of 80 pounds.

Barrels or barrel-crates, double the crate rate.

Strawberries in crates of 50 pounds.

### CLASS V—FRUIT:

Peaches, Pears and Guavas.

### VEGETABLES:

Beans, Beets, Cauliflowers, Okra, Tomatoes, Squash, Potatoes (Irish and Sweet), Green Peas, Eggplants, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes, and like articles.

In standard crates of 50 pounds.

Barrels or barrel-crates, double the crate rate.

Package rates to apply on standard crates estimated to weigh 50 pounds. The rate per package to be applied regardless of the weight, whether under or over, so long as the package capacity does not exceed the standard.

In the shipment of barrels, barrel-crates or barrel-sacks, estimated weight to be double that of the standard crate above referred to. The rate to apply as a package rate regardless of whether the barrel weighs more or less than the estimated weight.

In either case where a package is used of greater dimensions than the standard crate, standard barrel, barrel-crate or sack, the package rate per crate or per barrel, as the case may be, shall be applied as a per hundred pound rate on actual weight.

The standard barrel-crate referred to is understood not to exceed 12x20x36 inches.

The standard barrel referred to is understood not to exceed the capacity of a flour barrel.

The standard barrel-sack referred to is understood not to exceed a capacity of 2 1-2 bushels.

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# DISTANCE TABLES

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# DISTANCE TABLES.

## ATLANTIC COAST LINE RAILWAY.

### Jacksonville to Port Tampa.

Jacksonville .....	0.	Denver .....	77.5	Eight Oaks .....	150.0
Edgewood .....	3.6	Longs .....	79.0	Gatlin .....	151.0
Richardsou .....	5.0	Silver Pond .....	80.0	Jessamine .....	152.0
Youkon .....	9.4	Hammond .....	81.2	Pine Castle .....	153.0
Reeds .....	11.0	Seville .....	83.4	Smithville .....	155.6
Orange Park .....	14.0	Plerson .....	89.1	Oraceola .....	160.0
Peoria .....	19.0	Eldridge .....	91.5	Connelly .....	160.2
Doctor's Inlet .....	20.4	Barberville .....	93.8	Kissimmee .....	166.0
Russell .....	23.9	De Leon Springs .....	99.0	Campbell .....	170.0
Williams .....	26.0	Glenwood .....	102.2	Loughman .....	177.1
Magnolia Springs .....	28.3	Walters .....	104.0	Davenport .....	182.2
Green Cove Springs .....	29.8	DeLand Junction .....	107.2	Haines City .....	187.0
Walkill .....	33.3	Beresford .....	108.0	Bartow Junction .....	193.7
West Tocol .....	40.2	Fatio .....	110.0	Auburndale .....	198.0
Bostwick .....	45.7	Orange City Junction .....	112.3	Carter's .....	203.2
Tenasdale .....	48.6	Enterprise Junction .....	118.1	Lakeland .....	208.6
Rice Creek .....	51.0	Monroe .....	121.0	Winston .....	212.7
Pecan .....	51.6	Rands .....	122.0	Youman's .....	215.7
Sauble .....	52.0	Sanford Junction .....	124.3	Plant City .....	219.1
Palatka .....	54.9	Sanford .....	125.0	Dover .....	225.3
Lundy .....	57.3	Elwould .....	128.0	Seffner .....	228.7
Peniel .....	60.0	Crystal Lake .....	129.0	Mango .....	230.0
Buffalo Bluff .....	62.1	Lake Mary .....	130.8	Orient .....	235.0

Satsuma .....	63.9	Longwood .....	135.4	Thonotosassa Jct. ....	237.9
Slisco .....	67.0	Altamonte Springs .....	138.3	Ybor City .....	239.1
Middletons .....	68.0	Maitland .....	140.9	Tampa .....	240.6
Pomona .....	69.4	Park House .....	141.0	Tampa Bay Hotel .....	241.4
Como .....	71.0	Winter Park .....	143.4	Dewey .....	244.9
Huntington .....	71.2	Formosa .....	145.0	Port Tampa City .....	247.9
Crescent City Jct. ....	77.0	Orlando .....	148.2	Port Tampa .....	249.6

**Jacksonville to Jesup.**

Jacksonville .....	0.0	Ratliff .....	14.7	Andrews .....	33.9
Moncrief .....	3.5	Callahan .....	19.7	Bologne .....	37.3
Picket .....	6.5	Dyal .....	24.3	Folkston, Ga. ....	41.5
Dlnsmore .....	9.6	Hilliard .....	29.9	Jesup, Ga. ....	96.0

**ATLANTIC COAST LINE RAILWAY—Continued.**  
**Jacksonville to St. Petersburg.**

Jacksonville .....	0.0	McIntosh .....	104.6	Center Hill .....	173.6
Milledale .....	10.0	Gaithkill .....	106.0	Webster .....	178.2
Moncrief .....	3.5	Orange Lake .....	106.1	St. Catherine .....	183.3
Cambon .....	9.3	Oaklawn .....	107.0	x*Croom .....	189.2
Cash Point .....	14.1	Reddick .....	110.5	Rital .....	176.9
Baldwin .....	19.2	Lowell .....	113.4	Trilby .....	181.0
Mattox .....	24.0	Martin .....	116.5	Lenard .....	184.0
McPherson .....	26.8	Zuber .....	117.4	Blanton .....	187.0
Nursery .....	29.0	Kendrick .....	119.6	Chipco .....	188.0
Bessent .....	30.8	Ocala Junction .....	124.2	San Antonio .....	193.0
Sapp .....	37.8	Ocala .....	125.1	Pasco .....	196.0
Britt .....	41.0	Fakes .....	126.0	Devonshire .....	200.0
Ellerbee .....	41.7	Orange Avenue .....	127.0	Ehren .....	205.0
Ralford .....	44.8	Montague .....	130.0	Drexel .....	207.0
Rylander .....	47.1	Cornell .....	131.3	Odessa .....	215.0
Johnstown .....	49.0	Welshton .....	136.0	Keystone Park .....	219.0
Lake Butler .....	51.9	Candler .....	138.6	Taconey .....	224.0
Dukes .....	58.0	Ocklawaha .....	140.0	Tarpon Springs .....	226.0
Hiers .....	58.8	Weir Park .....	141.0	Seaside .....	229.0
Worthington Springs .....	61.0	East Lake .....	144.0	Sutherland .....	231.0
Santa Fe .....	63.9	Stanton .....	146.0	Ozona .....	232.0
Hainesworth .....	68.2	Weirsdale .....	146.6	Dunedin .....	236.0
Burnett's Lake .....	70.8	Conant .....	150.0	Clear Water .....	239.0
Hague .....	74.1	Lady Lake .....	151.3	Bellair .....	240.0
Paradise .....	80.4	Fruitland Park .....	156.0	Largo .....	243.0
Gainesville .....	84.5	Leesburg Junction .....	158.0	Cross Bayou .....	247.8
Rochelle .....	93.5	Leesburg .....	159.0	Lellman .....	252.0
Micanopy Jct. ....	99.1	Corley .....	161.0	St. Petersburg Wharf .....	258.0

Evinston .....	101.7	Oklahumpka .....	104.5	St. Petersburg .....	257.0
Boardman .....	104.0	Cason .....	100.0		

xJax to Croom via Newberry, 172.0. \*Stations south of Croom based on mileage via Newberry.

#### Jacksonville to Perry.

Jacksonville .....	0.0	Rylander .....	47.1	Tyler .....	93.9
Milldale .....	10.0	Johustown .....	49.0	Trenton .....	98.1
Moncrief .....	3.5	Lake Butler .....	51.9	Wilcox .....	104.5
Cambon .....	9.3	Dukes .....	57.8	Old Town .....	108.5
Cash Point .....	14.1	Hlers .....	58.8	Eugene .....	113.6
Baldwin .....	19.2	Worthington Springs .....	61.0	Cross City .....	116.8
Mattox .....	24.0	Santa Fe .....	63.9	Hines .....	126.9
McPherson .....	26.8	Hainesworth .....	68.2	Clara .....	134.0
Nursery .....	29.0	Burnett's Lake .....	70.8	Salem .....	141.7
Bessent .....	30.8	West Alachua .....	72.5	Athena .....	150.3
Sapp .....	37.8	Cadillac .....	77.0	Pinland .....	154.6
Britt .....	41.0	Halle .....	79.0	Perry .....	161.0
Ellerbee .....	41.7	Komoka .....	82.1		
Ralford .....	44.8	Newberry .....	84.6		

**ATLANTIC COAST LINE RAILWAY—Continued.**  
**Lakeland to Fort Myers.**

Lakeland .....	0.0	Torrey .....	33.1	Fort Ogden .....	72.6
Pauway .....	4.2	Wauchula .....	38.1	Cleveland .....	82.2
Haskell .....	7.5	Zolfo .....	42.1	Punta Gorda .....	86.0
Bartow .....	13.0	Moffitt .....	45.6	Aclline .....	90.2
Homeland .....	19.2	Buchanan .....	48.4	Gilchrist .....	99.1
Fort Meade .....	23.9	Gardner .....	52.5	Samville ..	106.8
Whidden Creek .....	26.4	Brownville .....	56.0	Tice .....	109.8
Jane Jay .....	28.4	Arcadia .....	62.0	Fort Myers .....	114.0
Bowling Green .....	31.7	Nocatee .....	66.0		

**Sanford to Trilby.**

Sanford .....	0.0	Fullers .....	27.0	Sheridan .....	48.0
Sanford Junction .....	0.1	Staten .....	27.0	Hammondsville .....	49.0
New Upsala .....	2.8	Crown Point .....	28.0	Taylorville .....	51.0
Twin Lakes .....	3.8	Brannons .....	29.0	Mascotte .....	53.0
Sylvan Lake .....	6.0	Winter Garden .....	30.0	Tuscancoga .....	56.0
Pine Crest .....	7.0	Brayton .....	31.0	Mabel .....	59.0
Island Lake .....	7.0	Tadenville .....	32.0	Cedar Hammock .....	59.1
Glen Ethel .....	11.0	Oakland .....	33.0	Linden .....	62.0
Palm Springs .....	14.0	Killarney .....	35.0	Tarrytown .....	63.0
Granada .....	14.1	Cynthiana .....	38.0	Tompkins Crossing .....	64.1
Forest City .....	16.0	Mohawk .....	40.0	Riverland .....	67.0
Toronto .....	19.0	Minneola .....	42.0	Lachloochee .....	71.1
Lakeville .....	21.0	Clermont .....	43.0	Trilby .....	75.0
Clarcona .....	23.0	Parkers Crossing .....	46.0		
Millerton .....	24.1	Varnell .....	48.0		

# Lakeland to Waycross.

Lakeland .....	0.0	Bolder .....	73.0	Fort White .....	149.0
Galloway .....	6.0	Elliston .....	75.9	Lake City Junction .....	152.0
Kathleen .....	7.6	Gulf Junction .....	79.0	Hildreth .....	155.0
Stokes .....	11.2	Dunnellon .....	80.0	Burlington .....	156.0
Southern Pines .....	12.0	Chalmar .....	83.0	Branford .....	163.0
Millards .....	15.0	Juliette .....	85.0	O'Brien .....	168.0
Kings Mill .....	16.0	Romeo .....	92.0	McAlpin .....	175.0
Lumberton .....	20.0	Pedricks Mill .....	94.0	Pinenount .....	177.0
Riechland .....	20.8	Morrison .....	97.0	Padlock .....	182.0
Ellerslie .....	23.0	Montbrook .....	101.0	Live Oak .....	186.0
Collins .....	26.0	Williston .....	105.0	North Live Oak .....	187.8
Dade City .....	27.5	Hodgson .....	106.0	Byrd's Still .....	189.0
Owensboro .....	33.0	Gunnells .....	107.0	Rixford .....	191.0
Trilby .....	34.0	Raleigh .....	109.0	Suwanee .....	193.0
Rital .....	38.2	Eve .....	112.0	Marlon .....	197.0
Netherland Mines .....	42.0	Archer .....	117.0	Jasper .....	202.9
Croom .....	43.0	Half Moon .....	122.0	Bakers Hill .....	206.9
Leta .....	46.0	Newberry .....	127.0	Tarver, Ga. ....	215.0
Istachatta .....	49.0	Lexington .....	129.4	Alexanderville, Ga. ....	218.0
Diamond Mines .....	53.0	Younglove .....	131.0	Haylow, Ga. ....	224.0
Floral City .....	56.0	Wades .....	134.0	Withers, Ga. ....	226.0
Inverness .....	62.0	Clark .....	135.0	Dupont Junction, Ga. ....	235.0
Hernando .....	63.0	High Springs .....	140.0	Waycross, Ga. ....	270.0

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## High Springs to Burnett's Lake.

High Springs .....	0.0	Alachua .....	7.6	Burnett's Lake .....	9.3
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# ATLANTIC COAST LINE RAILWAY—Continued.

## Ocala to Homosassa.

Ocala .....	0.0	Leroy .....	14.7	Gulf Junction .....	28.0
Ocala Junction .....	0.8	Rock Springa .....	18.7	Citronelle. ....	35.0
Martel .....	8.9	Juliette .....	22.0	Crystal .....	40.5
York .....	12.4	Dunnellon .....	26.5	Homosassa .....	49.9

## Sanford to Astor.

Sanford .....	0.0	Tufts .....	8.8	Tavares. ....	29.3
Sanford Junction .....	0.8	Ethel .....	10.8	Eustis .....	33.8
New Upsala .....	2.3	Cassia .....	12.8	Fort Mason. ....	35.7
Twin Lakes .....	8.8	Wayland .....	15.4	Umatilla .....	39.8
Paola Junction .....	5.3	Lovejoy's Mill .....	16.8	Altoona .....	42.9
Paola .....	5.8	Sorrento .....	18.4	Pittman .....	45.0
Markham .....	7.8	Mount Dora .....	23.8	Astor .....	60.5

## Sanford to Lake Charm.

Sanford .....	0.0	Rutledge .....	5.0	Ovledo .....	17.0
Sanford Junction .....	0.8	Clydes .....	7.4	Lake Charm .....	18.4
Fort Reed .....	3.2	Clifton .....	12.0	.	

## Leesburg to Fort Mason.

Leesburg .....	0.0	Lisbon .....	8.5	Fort Mason .....	13.8
Orange Bend .....	7.4	Grand Island .....	12.0		

## Tavares to Lane Park.

Tavares .....	0.0	Lane Park .....	3.0		
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### Kissimmee to East Apopka.

Kissimmee .....	0.0	Isleworth .....	18.0	Clarcona .....	29.3
Sbingle Creek .....	4.5	Windemere .....	19.8	Apopka .....	33.0
McLane's .....	8.7	Gotha .....	21.1	East Apopka .....	34.0
Waco .....	17.3	Ocoee .....	24.5		

### Kissimmee to Narcoossee.

Kissimmee .....	0.0	St. Cloud Junction .....	6.0	Peento .....	10.0
Hammock Grove .....	1.0	St. Cloud .....	7.0	Runnymede .....	12.8
Hirtzel .....	2.0	Deeson .....	7.0	Narcoossee .....	14.0
Wadleys Crossing .....	3.0	Sunnyside .....	9.0		
Carolina .....	4.5	Ashton .....	10.0		

### Chubb to Bartow.

Chubb .....	0.0	Eagle Lake .....	9.0	Bartow .....	16.7
Florence Villa .....	3.5	Excelsior Park .....	13.2		
Winter Haven .....	5.0	Gordonsville .....	12.0		

### Winston to Tiger Bay.

Winston .....	0.0	Mulberry .....	10.8	Phosphoria .....	19.9
Wood Spur .....	3.0	Kingsford .....	12.0	McDowell .....	20.0
Medulla .....	8.0	Pierce .....	13.3	Agricola .....	21.4
Christina .....	7.5	Pebbledale .....	15.4	Marquis Mill .....	24.0
Bone Valley Junction.....	8.8	Long Branch .....	17.0	Tiger Bay .....	25.3
Pralrie .....	9.0	Green Bay .....	17.2	Ft. Meade .....	28.8

# ATLANTIC COAST LINE RAILWAY—Continued.

## DeLand Junction and DeLand.

De Land Junction.....	0.0	Stetson .....	2.1	De Land .....	4.0
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## Thonotosassa Junc. to Thonotosassa.

Thonotosassa Junction .....	0.0	Hillsboro .....	7.0	Thonotosassa .....	11.0
Idlewild Park .....	5.5	Harney .....	8.5		

## Croom to Brooksville.

Croom .....	0.0	Brooksville .....	10.0		
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## Palatka to Rochelle.

Palatka. ....	0.0	Interlachen .....	16.6	Hawthorne .....	30.0
Francis .....	4.4	Edgar .....	21.2	Grove Park .....	34.7
Akomi .....	10.1	Johnson .....	22.7	Rochelle. ....	38.9
Hollister .....	11.5	McMeekin .....	25.3		

## Micanopy Junction to Tacoma.

Micanopy Junc.....	0.0	Micanopy .....	3.4	Tacoma .....	8.4
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## Proctor to Citra.

Proctor .....	0.0	Citra .....	6.1		
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Lake City to Lake City Junction.

Lake City .....	0.0	Drews .....	10.7	Lake City Junction .....	18.7
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Monticello to Thomasville.

Monticello .....	0.0	Metcalf .....	14.0	Thomasville, Ga. ....	24.0
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River Junction to Climax.

River Junction .....	0.0	Fowltown, Ga. ....	21.6		
Faceville, Ga. ....	14.9	Climax, Ga. ....	30.3		

Haines City to Sebring.

Haines City .....	0.0	Crooked Lake .....	21.0	Sebring .....	46.0
Dundee .....	7.0	Frostproof .....	20.0		
Lake Wales .....	15.0	Avon Park .....	39.0		

Tampa to West Tampa.

Tampa .....	0.0	West Tampa .....	3.0		
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Nichols to Mulberry.

Nichols .....	0.0	Mulberry .....	5.0		
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# SEABOARD AIR LINE RAILWAY.

From Jacksonville to River Junction.

Jacksonville .....	0.0	Ogden .....	64.8	Pinhook .....	140.0
Marietta .....	7.4	Welborn .....	70.5	Braswell .....	140.5
Priceville .....	0.0	Houston .....	75.0	Lloyd .....	147.0
White House .....	10.9	Live Oak .....	81.3	Steel Creek .....	149.0
Halsema .....	13.0	Snwaunee .....	88.0	Capitola .....	151.4
Millerton .....	14.0	Falmouth .....	90.9	Chalres .....	153.4
Baldwin .....	18.7	Swann .....	94.0	Tallahassee .....	165.0
Mattox .....	22.7	Ellaville .....	94.7	Ocklocknee .....	173.4
Maccleenny .....	27.5	Lee's .....	102.2	Lawrences .....	174.0
Glen St. Mary .....	29.8	West Farm .....	104.4	Carsons .....	176.0
Drake .....	32.5	Madison .....	109.7	Midway .....	177.0
Sanderson .....	36.8	Champaign .....	114.8	Quincy .....	188.9
Olustee .....	46.7	Greenville .....	123.3	Gretna .....	194.2
Mt. Carrie .....	51.1	Linwood .....	127.0	Mt. Pleasant .....	197.6
Watertown .....	56.7	Aucilla .....	130.7	Jamison .....	200.5
Lake City .....	59.3	Drifton .....	138.1	River Junction .....	207.7

Jacksonville to Tampa.

Jacksonville .....	0.0	Island Grove .....	80.5	Sunterville Junction .....	136.0
Marietta .....	7.4	Citra .....	83.0	Sunterville .....	138.2
Priceville .....	0.0	Meadows .....	85.5	Edenfield .....	140.0
White House .....	10.9	Sparr .....	88.5	Bushnell .....	142.0
Halsema .....	13.0	Factory Siding .....	90.0	St. Catherine .....	145.9
Millerton .....	14.0	Vegetable Spur .....	91.0	Terrell .....	150.1
Baldwin .....	18.7	Anthony .....	91.8	Kalon .....	154.0
Flitone .....	22.4	Spring Park .....	95.0	Lacoochee .....	156.3

Maxville .....	26.2	Oak .....	95.1	Owensboro .....	158.0
Mudge .....	32.0	Silver Springs Junction .....	97.7	Crescent .....	159.0
Highland .....	32.6	Silver Springs .....	99.6	Dade City .....	164.2
Hahoney .....	34.0	Ocala .....	101.5	Pasadena .....	166.7
Leghee .....	35.0	York Spur .....	103.0	Phelps .....	170.6
Lawtey .....	37.7	Orange Avenue .....	105.0	Greer .....	170.4
Horn .....	39.0	Millers .....	107.0	Abbot .....	173.6
Temple .....	40.0	Santos .....	109.1	Bramlett .....	178.0
Starke .....	44.4	Pollys Mill .....	110.0	Knights .....	184.9
Reynolds .....	46.0	Thaggard .....	112.0	Plant City .....	188.9
Thurston .....	49.0	Bellevue .....	113.1	Turkey Creek .....	193.7
Hampton .....	50.7	Greenleaf .....	114.0	Sidney .....	195.4
Eddys Spur .....	52.0	Summerfield .....	117.1	Sand Brick .....	197.0
Navarre .....	54.0	South Lake Weir Junction .....	117.3	Valrico .....	198.4
Waldo .....	56.3	Dallas .....	119.8	Dickinson .....	200.0
Maulsby .....	60.0	Oxford .....	122.8	Brandon .....	200.7
Elghty Nluc .....	61.0	Harris Sidling .....	125.0	Lima .....	201.7
Orange Heights .....	61.4	McRaneys .....	127.0	Pitts .....	204.0
Campv. Brick Track .....	65.0	Wildwood .....	127.4	Yeomans .....	206.0
Campville .....	65.4	Monarch .....	130.0	Fultons Spur .....	208.0
Goodwins .....	67.0	Hines .....	131.0	Ybor City .....	210.1
Rex .....	68.0	Coleman .....	131.9	Tampa .....	211.5
Hawthorne .....	70.5	Warnell .....	134.0		
Lochloosa .....	76.0	Panasoffkee .....	135.4		

## Jacksonville to Savannah.

Jacksonville .....	0.0	Tlsonia .....	16.4	Evergreen .....	30.0
F. & J. Junction .....	3.6	Hedges .....	21.2	Savannah, Ga. ....	137.2
Panama .....	6.1	Yuice .....	23.5		
Duval .....	13.3	Becker .....	27.4		

# SEABOARD AIR LINE RAILWAY—Continued.

## Fernandina to Baldwin.

Fernandina .....	0.0	Italla .....	19.0	Inglehome .....	38.8
O'Neill .....	6.0	Callahan .....	27.2	Brandy Branch .....	41.0
Lofton .....	8.5	Crawford .....	31.6	Baldwin .....	47.2
Yulee .....	12.0	Dahoma .....	34.8		
Willson .....	14.0	Verdie .....	37.0		

## Waldo to Cedar Key.

Waldo .....	0.0	Palmer .....	24.2	Dutton's Spur .....	52.0
Millcan .....	3.4	Orchard .....	26.0	Gulf Hammock .....	53.0
Fingers Mill .....	5.0	Archer .....	28.5	Wylly .....	59.3
Fairhanks .....	7.1	Camps Spur .....	32.0	Rosewood .....	60.7
Dowds Spur .....	10.0	Albion .....	33.5	Dix .....	61.0
Gainesville .....	14.0	Meredith .....	34.7	Sumner .....	63.2
Millards .....	16.0	Bronson .....	37.8	Luckens .....	68.1
Daysville .....	17.6	Otella .....	40.0	Suskins .....	69.0
Hammock Ridge .....	18.7	Lennon .....	43.8	Cedar Keys .....	70.9
Arredondo .....	19.9	Otter Creek .....	49.6		
Kanapaha .....	21.0	Elzey .....	51.2		

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## Starke to Warnee.

Starke .....	0.0	LaCrosse .....	19.4	Buda .....	35.1
Pine Island .....	5.0	Getzens .....	20.2	Central Junction .....	37.3
Sampson Junction .....	6.4	Hainesworth .....	23.4	Neals .....	41.2
Walnwrights .....	7.6	Burnett's Lake .....	25.0	Willford .....	46.3
Clayno .....	10.1	A. C. L. Junction .....	25.3	Bell .....	51.2
Atlantic .....	12.6	Alachua .....	26.5	Curtis .....	49.0
Brooker .....	14.6	Hodges .....	29.3	Wannee .....	56.6
Thomasville .....	16.4	Arno .....	32.6		

# Buda to Norwillis.

Buda .....	0.0	Vanes Pen .....	6.0	Williams .....	9.0
Mutual .....	2.0	Mersey .....	7.0	Frankphos .....	9.0
Thames Junction .....	5.0	Fleetnor .....	8.0	Norwillis .....	9.0

# Archer to Early Bld.

Archer .....	0.0	Gunnells .....	9.0	Standard .....	24.0
Eve .....	4.0	Williston .....	11.0	Early Bld .....	26.0
Raleigh .....	9.0	Montbrook .....	16.0	Eagle Mine .....	29.0
Hodgson .....	9.0	Morrison .....	20.0		

# Wildwood to Orlando.

Wildwood .....	0.0	Sadie .....	14.6	Plymouth .....	37.2
Orange Home .....	3.1	Eldorado .....	15.3	Apopka .....	40.5
Bamboo .....	5.0	Cunloughams .....	16.0	Piedmont .....	43.1
Sprinks .....	6.6	Tavares .....	22.3	Toronto .....	44.5
Whitney .....	7.5	Ellsworth Junction .....	25.4	Hamilton .....	45.0
Mill Spur .....	8.0	Victoria .....	29.4	Lockhart .....	46.6
Montclair .....	9.0	Wallings .....	30.6	Fairville .....	49.9
Leesburg .....	11.4	Gainesboro .....	31.6	Modello Park .....	50.7
Sunnyside .....	13.9	Zellwood .....	33.2	Orlando .....	53.5
Birds .....	14.0	McDonald .....	35.5		

# Orlando to Lake Charm.

Orlando .....	0.0	Lakemont .....	7.0	O. W. & L. Track .....	14.0
Rowena .....	2.8	Lake Howell .....	9.0	Lawtons Pkg. House .....	15.9
Morse .....	4.0	Golden Rod .....	10.3	Ovelo .....	15.9
College Station .....	5.1	Bertha .....	11.0	Lake Charm .....	17.0
Winter Park .....	5.5	Gabriella .....	12.6		



# SEABOARD AIR LINE RAILWAY—Continued.

## Turkey Creek to Venice.

Turkey Creek .....	0.0	Lyvers .....	41.0	Bradenlow Junction .....	44.4
Durant .....	5.0	Ellenton Junction .....	41.1	Bradentown .....	45.4
Lithia .....	9.0	Ellenton .....	41.9	Orange Spur .....	47.0
Boyette .....	11.1	Harlee .....	42.0	Oneco .....	48.7
Burnetts Crosslug .....	16.0	Harrison .....	42.0	Tallavast .....	50.0
Balm .....	16.4	Springstead .....	42.0	Kardlus .....	52.0
Wimauma .....	20.2	Palmetto Junction .....	42.2	Sarasota .....	55.7
Willow .....	25.9	Palmetto .....	43.4	Fruitville .....	59.5
Dickey .....	29.0	Atwood Junction .....	43.0	Bee Ridge .....	62.7
Parish .....	32.0	Maunavista .....	44.0	Osprey .....	67.7
Eric .....	35.6	Terra Cela Junction .....	44.0	Laurel .....	72.7
Vegetable .....	36.0	Terra Cela .....	44.4	Dundee .....	73.7
Barber .....	40.0	Manatee .....	44.1	Venice .....	74.7

## Plant City to Agricola.

Plant City .....	0.0	Alafia .....	8.5	Nichols .....	15.6
Coronet Junction .....	2.2	Keyville .....	10.4	Bradley Junction .....	20.0
Coronet .....	3.5	Keyville Junction .....	10.9	McDowalls .....	24.0
Trapnell .....	4.2	Welcome .....	13.0	Agricola .....	25.0
Hopewell .....	6.4	Edison .....	13.2		

## Tallahassee to St. Marks.

Tallahassee .....	0.0	Woodville .....	9.5	Wakulla .....	15.6
Belair .....	4.0	Ferrell .....	10.1	Burns .....	17.0
Luterloh .....	7.0	Vareen .....	12.7	St. Marks .....	21.1

**Tallahassee to Waylonzo.**

Tallahassee .....	0.0	Rose .....	13.0	Walkers Springs .....	30.0
St. Marks Junction .....	2.9	Cay .....	19.0	Covington .....	32.3
Corey .....	10.3	Wuchssa .....	21.3	Waylonzo .....	39.0
Walton .....	12.9	Leonion .....	23.6		

**Edison Junction to Agricola.**

Edison Junction .....	0.0	Bradley Junction .....	7.4	Agricola .....	12.5
Hull Junction .....	4.1	MacDowell .....	12.1		

**Morrison to Holder.**

Morrison .....	0.0	Eureka Mine .....	23.0	Syndicate No. 1 .....	29.0
Early Bird .....	6.0	Anderson Mine .....	23.0	Section No. 34 Mine .....	29.0
Blue Run Mine .....	20.0	Dunnellon .....	20.0	Section No. 26 Mine .....	33.0
Ray Mine .....	20.0	River Mine .....	21.0	Section No. 35 Mine .....	33.0
Dunnellon Mine .....	21.0	Section 20-A Mine .....	26.0	Inverness .....	38.0
Gallens Mine .....	21.0	Section 20-B Mine .....	26.0	Southern Mine .....	38.0
Marion Mine .....	21.0	Section 20-C Mine .....	26.0	Holder No. 1 Mine .....	40.0
Griggs Mine .....	21.0	Syndicate No. 3 .....	28.0	Holder No. 2 Mine .....	40.0

**Drifton to Monticello.**

Drifton .....	0.0	Monticello .....	4.4		
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# **GEORGIA SOUTHERN AND FLORIDA RAILWAY.**

## **Palatka to Valdosta.**

Palatka .....	0.0	Theresa .....	31.8	Suwannee Valley .....	82.8
A. C. L. Junction .....	1.0	Hampton .....	36.4	White Springs .....	86.3
Woodburn .....	8.0	Sampson City .....	42.1	Winn .....	89.7
Carraway .....	10.6	New River .....	46.8	Genoa .....	93.2
Baywood .....	13.8	Lake Butler .....	53.1	Jasper .....	103.8
Florahome .....	16.9	Guilford .....	58.1	Avoca .....	109.9
Grandin .....	18.9	Lulu .....	63.7	Jennings .....	115.3
Putnam Hall .....	21.5	Jefferson .....	67.0	Melrose, Ga. ....	118.8
Lake Geneva .....	26.1	Lake City .....	74.4	Valdosta, Ga. ....	134.4
Brooklyn .....	28.2	Winfield .....	80.0		

## **Jacksonville to Macon.**

Jacksonville .....	0.0	Kent .....	22.7	Ewing .....	56.2
J. & S. W. Crossing .....	3.6	St. George .....	27.5	Valdosta, Ga. ....	110.1
Hoyt .....	5.1	Clarking .....	31.8	Tifton, Ga. ....	155.6
King's Grove .....	7.5	McIntac .....	38.6	Macon, Ga. ....	261.8
Phummer .....	11.4	Baxter .....	39.1		
Crawford .....	17.7	Eddy .....	45.6		

## **FLORIDA RAILWAY.**

Live Oak .....	0.0	Suwannee River .....	16.6	Charlton .....	39.2
Nebo .....	6.0	Norwood .....	19.4	Keene .....	43.1
Lanier Siding .....	10.0	Mayo .....	22.6	Fenholloway .....	46.1
Kirkland .....	12.4	San Pedro .....	25.1	Denmark .....	49.7
Wilmarth .....	16.0	Salt Road .....	28.0	Perry .....	52.0
Luraville .....	20.6	Askold .....	30.7	Blair's Still .....	55.0

Mayo to Alton.

Mayo .....	0.0	Alton .....	3.0		
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TAMPA & JACKSONVILLE RAILWAY.

Sampson City .....	0.0	Cannon's .....	24.5	Simonton .....	39.9
Graham .....	4.5	Rocky Point .....	25.7	Hickman .....	41.9
Cyril .....	7.0	Wacahoota .....	29.3	Southside .....	42.4
Bellamy .....	11.5	Clyatts .....	32.6	Dungarvin .....	43.4
Ellithorpe .....	16.0	Kirkwood .....	33.3	Irvine .....	45.0
A. C. L. Crossing .....	19.0	Tacoma .....	34.4	Fort Drane .....	46.3
Gainesville .....	20.0	Micanopy .....	36.7	Fairfield .....	48.0
S. A. L. Crossing .....	20.3	Tusawilla .....	39.2		

LIVE OAK, PERRY & GULF RAILROAD.

Live Oak .....	0.0	Chancey .....	18.0	Florida Ry. Crossing .....	39.0
S. A. L. Crossing .....	1.0	Mayo Junction .....	20.7	Blue Creek Junction .....	40.0
Starr .....	6.5	Day .....	22.0	Perry .....	44.0
Mercer .....	8.5	Silo .....	25.0	Springdale .....	47.0
Platt .....	10.0	Townsend .....	28.0	Hampton Springs .....	49.0
Lancaster .....	14.0	Smith .....	33.0		
Dowling Park .....	17.0	Fenholloway .....	38.0		

Mayo Branch.

Mayo Junction .....	0.0	Peterson .....	8.3	Alton .....	14.3
Dell .....	4.8	Mayo .....	12.0		

Mayo to Alton.

Mayo .....	0.0	Alton .....	2.0		
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# LOUISVILLE & NASHVILLE.

## Pensacola Division.

Pensacola .....	0.0	Cottage Hill .....	16.3	Jacobi .....	29.0
Goulding .....	2.4	Quinette .....	18.7	McDavid .....	33.2
Brent .....	3.8	Molino .....	22.7	Thrifts .....	35.2
Oliver .....	6.6	Norlagga .....	23.7	Bluff Springs .....	38.2
Roberts .....	11.4	Dolores .....	24.7	Pringle .....	40.2
Gonzales .....	12.4	Barth .....	25.7	Century .....	41.5
Cantonment .....	14.8	Pine Barren .....	27.0	Flomaton .....	43.5

## P. & A. Division.

Pensacola .....	0.0	Deer Land .....	59.5	Piney Grove .....	113.6
Red Bluff .....	3.7	Claroy .....	61.5	Chilpley .....	116.9
Bohemla .....	6.5	Ginsburg .....	63.5	Macon .....	118.9
Gull Point .....	7.2	Mossy Head .....	66.5	Aycock .....	122.7
Ynfestra .....	8.2	Gradan .....	70.5	Cottondale .....	126.5
Escambia .....	9.2	Bear Head .....	72.5	Simla .....	128.5
Mulat .....	12.8	Plintado .....	74.5	Marianna .....	135.6
Harp .....	14.1	Tervin .....	78.5	Lulaton .....	137.6
Gall City .....	17.3	DeFuniak Springs .....	79.4	Lorena .....	140.6
Bagdad Junction .....	18.4	Argyle .....	84.1	Craiglar .....	142.6
Milton .....	19.9	Ponce de Leon .....	90.9	Cypress .....	146.2
Harold .....	30.0	Vaile .....	93.9	Grand Ridge .....	149.6
Kenneth .....	36.0	Calden .....	96.9	Inwood .....	152.6
Holts .....	38.8	Westville .....	97.4	Sneads .....	155.6
Galliver .....	40.8	Caryville .....	99.9	Chattahoochee River Ldg. ....	159.6
Milligan .....	46.3	Lone Pine .....	103.9	River Junction .....	161.1

Crestview .....	50.6	Bonifay .....	108.5
Hinco .....	51.6	Hagerman .....	112.6

Crestview to Florala.

Crestview .....	0.0	Pineway .....	13.5	Cowans .....	19.9
Auburn .....	4.6	Falco Junction .....	14.6	Svea .....	20.8
Caledonia .....	8.5	Williamson .....	15.0	Hoogstrack .....	21.5
Campton .....	10.0	Laurel Hill .....	16.5	Florala, Ala. ....	26.4

Alabama Division.

Graceville .....	0.0	Noma .....	6.7	Georgiana, Ala. ....	100.1
Eleanor .....	3.0	High Note .....	11.6	Montgomery, Ala. ....	159.4

**APALACHICOLA NORTHERN RAILROAD.**

River Junction to Port St. Joe.

River Junction .....	0.0	Evans .....	29.3	Origlar .....	48.0
Dolan .....	7.9	Telogia .....	30.0	Sumatra .....	55.7
Hardaway .....	9.0	Cansey .....	31.0	Coline .....	60.0
Greensboro .....	12.6	Clio .....	32.0	Fort Gadsden .....	63.0
Juniper .....	14.4	Adrem .....	33.0	Beverly .....	67.3
Guest .....	17.1	Trump .....	33.9	Franklin .....	76.0
Sedalia .....	18.0	Liberty .....	35.0	Apalachicola .....	80.0
Eddy .....	19.0	Deerhunt .....	38.0	Tilton .....	86.0
Millman .....	22.0	Vilas .....	40.0	Odeua .....	93.0
Lowrey .....	24.0	Zion .....	43.0	Nulsen .....	96.0
Hosford .....	25.6	Wilma .....	46.0	Port St. Joe .....	103.0

# ATLANTA & ST. ANDREWS BAY RAILWAY COMPANY.

Panama City .....	0.0	Fountain .....	29.0	Welchton .....	56.0
Millville Junction .....	2.0	Compass Lake .....	37.0	Jacobs .....	58.0
Bayou George .....	7.0	Round Lake .....	41.0	Campbellton .....	62.0
Majette .....	12.0	Alford .....	44.0	State Line, Ala.....	66.0
Youngstown .....	21.0	Steele City .....	46.0	Dothan, Ala. ....	82.0
Saunders .....	24.0	Cottondale .....	51.0		

## GEORGIA, FLORIDA & ALABAMA RAILWAY.

Carrabelle .....	0.0	Arran .....	29.0	Lake Jackson .....	59.0
Lanark .....	5.0	Raker Mill .....	31.0	Gibson .....	62.0
MacIntyre .....	13.0	Hilliardville .....	36.0	Havana .....	67.0
Curtis Mills .....	16.0	Spring Hill .....	40.0	Hinson .....	68.0
Sopchoppy .....	19.0	S. A. L. Junction.....	49.0	Bainbridge, Ga. ....	90.0
Ashmore .....	21.0	Tallahassee .....	53.0	Arlington, Ga. ....	129.0
Millgrove .....	26.0	Saxon .....	54.0	Cuthbert, Ga. ....	156.0

## Quincy Branch..

Havana .....	0.0	Littman .....	7.0	Quincy .....	11.0
Florence .....	5.0	Cory .....	9.0		

## FLORIDA CENTRAL RAILROAD.

Fanlew .....	0.0	Micosukee .....	24.0	Hammond, Ga. ....	37.0
Cody .....	7.0	Yarborough .....	26.0	Myrtlewood, Ga. ....	41.0
La Destino .....	10.0	Copeland .....	28.0	Beverly, Ga. ....	42.0
Capitola .....	13.0	Strluger .....	29.0	Cherokee, Ga. ....	46.0
Cates .....	16.0	Elmer .....	30.0	Thomasville, Ga. ....	47.0
Wadesboro .....	17.0	Roddenberry, Ga. ....	34.0		

# SOUTH GEORGIA RAILWAY.

Perry .....	0.0	Sirmans .....	17.0	Lovett .....	38.0
Boyd .....	6.0	Greenville .....	26.0	Quitman .....	49.0
Lake Bird .....	10.0	Dennett .....	31.0	Adel .....	77.0
Shady Grove .....	12.0	Maysland .....	35.0		

# GREENVILLE SOUTHERN RAILWAY.

Greenville .....	0.0	Fowler .....	2.0	Myrick .....	5.0
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# TAMPA NORTHERN RAILROAD.

## Tampa to Brooksville.

Tampa .....	0.0	Nowatney .....	10.4	Loyce .....	33.3
Ybor City .....	1.1	Stemper .....	14.6	Enville Junction .....	39.2
A. C. L. Crossing .....	2.1	Denham .....	18.6	Enville .....	39.7
Garytown .....	2.3	A. C. L. Crossing .....	22.0	Rural .....	43.7
Hardee .....	5.4	Drexel .....	22.1	Wiscon Junction .....	46.7
Flora .....	8.3	Fivay Junction .....	23.5	Brooksville .....	49.7

## Brooksville to Tookes Lake.

Brooksville .....	0.0	Freeman .....	9.0		
Wiscon .....	5.0	Tookes Lake .....	14.0		

# GEORGIA & FLORIDA RAILWAY.

Madison .....	0.0	Pinetta .....	11.0	Vnldesta, Ga. ....	28.6
Hanson .....	7.8	Olympia, Ga. ....	15.1		



CHARLOTTE HARBOR AND NORTHERN RAILWAY.

S. Boca Grande .....	0.0	Liverpool .....	43.4	Ft. Green Springs .....	77.7
Boca Grande .....	2.3	Hull .....	42.6	Ft. Green .....	79.9
Gasparilla .....	5.3	Nocatee .....	47.0	Baird .....	84.2
Placida .....	10.0	Arcadia .....	51.9	Cottman .....	86.2
McCall .....	17.6	Bunker .....	54.7	Chicora .....	89.1
Southland .....	19.9	Stewarts Switch .....	57.5	Bradley Jct. ....	92.7
Murdock .....	26.5	Klusey .....	60.4	Pierce .....	95.6
Mars .....	20.0	Limestone .....	61.9	Tiger Bay .....	96.2
Platt .....	36.9	Bridges .....	65.1	Bruce .....	96.8
Roggers .....	38.8	Rector .....	65.8	South Mulberry .....	98.9
Ft. Ogden .....	39.9	Oua .....	69.9	Mulberry .....	99.4

PENSACOLA & PERDIDO RAILROAD.

Pensacola .....	0.0	Millview Junction .....	6.29	Millview .....	7.29
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PENSACOLA, ALABAMA & TENNESSEE RAILROAD.

Millview Junction .....	0.0	Klondyke .....	6.3	Muscogee .....	16.3
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OCALA NORTHERN RAILWAY.

Ocala .....	0.0	Daisy .....	14.0	Kenwood .....	36.0
Silver Springs .....	6.0	Ft. McCoy .....	19.0	Cummulings .....	40.0
Oak Junction .....	8.0	Bay Lake .....	27.0	Penile .....	48.0
Burbank .....	13.0	Orange Springs .....	31.0	Palatka .....	54.0

# TAVARES & GULF.

Tavares .....	0.0	West Apopka .....	15.0	Oakland .....	28.5
Ellsworth Junction .....	3.5	Franklins .....	19.0	Tildenville .....	29.5
Sunbeau .....	7.5	Montverde .....	20.0	Brayton .....	30.5
Astatula .....	8.5	Waits Junction .....	23.0	Winter Garden.....	31.5
Heatons .....	10.5	Bear Gap .....	25.0		
Bear Spring .....	13.0	Killarney .....	26.5		

## Waits Junction to Clermont.

Waits Junction .....	0.0	Mohawk .....	2.5	Clermont .....	6.0
Crenshaw .....	1.0	Milneola .....	4.0		

## MARIANNA & BLOUNTSTOWN RAILROAD.

Marianna .....	0.0	Rock Creek .....	9.0	Altha .....	16.8
Oak Dale .....	4.9	Sink Creek .....	11.3	Blountstown .....	26.7
Simsville .....	7.5	Cox .....	13.5		

## SANFORD & EVERGLADES RAILROAD.

Sanford .....	0.0	Beck Hammock .....	4.7	Palm Villa .....	8.5
Brisson .....	2.7	Moore .....	5.7	Mecca .....	9.5
Spes .....	3.2	Cameron City .....	6.7		
Beardall .....	3.7	Crippen .....	7.5		

**FLORIDA EAST COAST RAILWAY.**  
Jacksonville to Knight's Key Dock.

Jacksonville .....	0.0	Volusia .....	99.0	Tillman .....	197.4
South Jacksonville .....	1.3	Tomoka .....	101.4	Malabar .....	199.9
Bowden .....	5.0	Ormond Hotels .....	105.5	Valkaria .....	203.0
Nesbit .....	9.3	Ormond .....	104.2	Grant .....	205.5
Greenland .....	12.8	Holly Hill .....	107.0	Micco .....	208.6
Bayard .....	15.3	Daytona .....	109.8	Roseland .....	212.4
Durbin .....	20.6	Blake .....	112.5	Sebastian .....	214.5
Woodland .....	24.2	Port Orange .....	114.7	Wabseeo .....	219.3
Sampson .....	27.3	Spruce Creek .....	119.3	Quay .....	221.9
Magnolia Grove .....	31.4	Turnbull Bay .....	121.3	Gifford .....	225.5
Baker Siding .....	34.8	New Smyrna .....	124.6	Vero .....	227.8
St. Augustine .....	36.7	Hawks Park .....	127.1	Oslo .....	231.1
Dean Siding .....	37.1	Hucomer .....	131.0	Viking .....	234.6
Hurde .....	44.2	Oak Hill .....	136.4	St. Lucie .....	238.9
Elkton .....	47.1	Lyrata .....	143.2	Ft. Pierce .....	241.5
Armstrong .....	49.0	East Mills .....	150.4	White City .....	246.4
Holy Branch .....	51.1	Titusville .....	154.4	Eldred .....	247.2
Hastings .....	53.7	Pritchards .....	157.7	Ankona .....	249.0
Orange Mills .....	57.4	Delespine .....	162.6	Walton .....	252.4
East Palatka .....	61.5	Frontenac .....	165.4	Eden .....	254.4
San Mateo Junction .....	62.8	Sharpes .....	167.7	Jensen .....	256.7
Yelvington .....	66.0	City Point .....	169.3	Rio .....	258.8
Roy .....	68.8	Cocoa .....	173.1	Gosling .....	260.5
Dinner Island .....	76.4	Rockledge .....	174.7	Stuart .....	261.2
Neoga .....	80.3	Bonaventure .....	179.4	Salerno .....	266.0
Esplanada .....	82.3	Pineda .....	182.7	Aberdeen .....	266.3
Bunnell .....	86.6	Eau Gallie .....	189.8	Fruita .....	268.7
Dupont .....	90.1	Sarno .....	190.7		
Harwood .....	97.6	Melbourne .....	194.2		

Gomez .....	272.2	Fulford .....	354.7	Jewfish .....	415.4
Hobe Sound .....	274.7	Arch Creek .....	357.4	Key Largo .....	417.1
Likely .....	277.8	Bliscayne .....	359.0	Rock Harbor .....	424.3
West Jupiter .....	282.8	Little River .....	360.6	Tavernier .....	430.8
Prairie .....	290.5	Lemon City .....	361.8	Plantation .....	434.5
Riveria .....	295.3	Buena Vista .....	363.2	Quarry .....	438.2
West Palm Beach .....	299.0	Miami .....	365.6	Islamorada .....	439.9
Royal Poinciana .....	300.0	Cocoanut Grove .....	370.9	Indian Key .....	445.3
Breakers .....	300.1	Larkin .....	373.7	Midway .....	447.6
Lake Worth .....	306.1	Kendal .....	376.4	Cooks Siding .....	450.4
Lantana .....	308.3	Benson .....	378.6	Crescent .....	455.0
Hypoluxo .....	309.4	Keys .....	379.0	Long Key .....	457.2
Boynton .....	312.3	Rockdale .....	380.2	Toms Harbor .....	460.1
Delray .....	316.9	Perrine .....	381.6	Grassy .....	463.9
Yamato .....	321.3	Peters .....	382.5	Vaca .....	470.8
Boca Ratone .....	324.6	Goulds .....	385.8	Marathon .....	474.2
Deerfield .....	327.0	Black Point .....	386.7	Knights Key Dock .....	476.8
Pompano .....	331.1	Princeton .....	387.8	Bahia Honda .....	485.2
Colohatchee .....	338.3	Naranja .....	389.3	Ramrod Key .....	495.5
Fort Lauderdale .....	341.2	Modello .....	391.5	Sugarloaf .....	503.0
Dania .....	345.9	Homestead .....	393.9	Stock Island .....	518.2
Hallandale .....	350.6	Woodhall Siding .....	401.3	Key West .....	522.0
Ojus .....	353.4	Everglade .....	408.3		

New Smyrna to Orange City Junction.

New Smyrna .....	0.0	Indian Spring .....	9.9	Twin Oaks .....	24.0
Glencoe .....	3.1	Rogers .....	15.4	Orange City .....	25.5
Briggsville .....	7.2	Lake Helen .....	20.5	Orange City Junction .....	27.4

**FLORIDA EAST COAST RAILWAY—Cont inued.**  
**Titusville to Enterprise Junction.**

Titusville .....	0.0	Aurantla .....	9.3	Garfield .....	33.6
Lagrange .....	2.1	Maytown .....	16.4	Enterprise .....	38.2
Mims .....	4.3	Cow Creek .....	21.2	Enterprise Junction .....	40.1
Turnbull .....	8.0	Kalamazoo .....	26.8		
Turnbull Junction .....	8.5	Osteen .....	29.3		

**South Jacksonville to Mayport.**

South Jacksonville .....	0.0	San Pablo .....	13.3	Burnside Beach .....	21.7
St. Nicholas .....	1.4	Pablo Beach .....	16.0	East Mayport .....	22.6
Springs Glen .....	2.8	Casliens .....	17.4	Mayport .....	24.1
Hogan .....	4.7	Atlantic Beach .....	19.0		
Center Park .....	9.4	Manhattan Beach .....	21.3		

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**East Palatka to San Mateo.**

East Palatka .....	0.0	Howard's Ridge .....	2.5		
San Mateo Junction .....	1.3	San Mateo .....	4.0		

**East Palatka to Palatka.**

East Palatka .....	0.0	Water Street, Palatka .....	2.0	Palatka Union Station .....	2.6
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## Maytown to Chuluota.

Maytown .....	0.0	Geneva .....	11.0	Chuluota .....	23.0
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## TAMPA &amp; GULF COAST RAILWAY.

Lutz .....	0.0	Keystone Colony .....	13.0	Elfers .....	22.0
Lake Fern .....	8.0	Lake Villa .....	18.0		
Gulf Pine .....	10.0	Tarpon Springs .....	22.0		

## LAKE HANCOCK &amp; CLERMONT RAILROAD.

Carters .....	0.0	Archbold .....	8.0	Lake Agnes .....	15.0
Lehman .....	5.0	Morse .....	10.0	Nettie .....	24.0

## FELLSMERE RAILROAD.

Sebastian .....	0.0	River Bridge .....	5.4	Fellsmere .....	9.0
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## FLORIDA, ALABAMA &amp; GULF RAILROAD.

Galliver .....	0.0	Blackman .....	15.0	Falco, Ala. ....	20.0
Baker .....	6.0	Mountain City .....	20.0		

## OCALA &amp; SOUTHWESTERN RAILROAD.

Ocala .....	0.0	Ray .....	6.0		
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# TALLAHASSEE & GULF RAILROAD.

Jacksons Bluff .....	0.0	Oak Grove .....	4.0	Makaskel .....	7.0
Andersons .....	3.0	Valley Pine .....	6.0		

# BIRMINGHAM, COLUMBUS & ST. ANDREWS RAILROAD COMPANY.

## Chipley to South Port.

Chipley .....	0.0	Macom .....	16.0	Vicksburg .....	34.5
Washington .....	5.0	Greenhead .....	20.5	South Port .....	38.0
Everett .....	8.5	River Side .....	22.0		
Wausau .....	11.0	Lake Meriel .....	30.0		

# GULF, FLORIDA AND ALABAMA RAILWAY.

Pensacola .....	0.0	Cantonment .....	18.0	Earnestville .....	35.0
West Pensacola .....	4.0	Muscogee .....	22.0	McKinnonville .....	36.0
Roberts .....	13.0	Barrineau Park .....	29.0	Buck Eye .....	42.0
Gonzales .....	15.0	Tenile .....	32.0	Pine Forest .....	43.0

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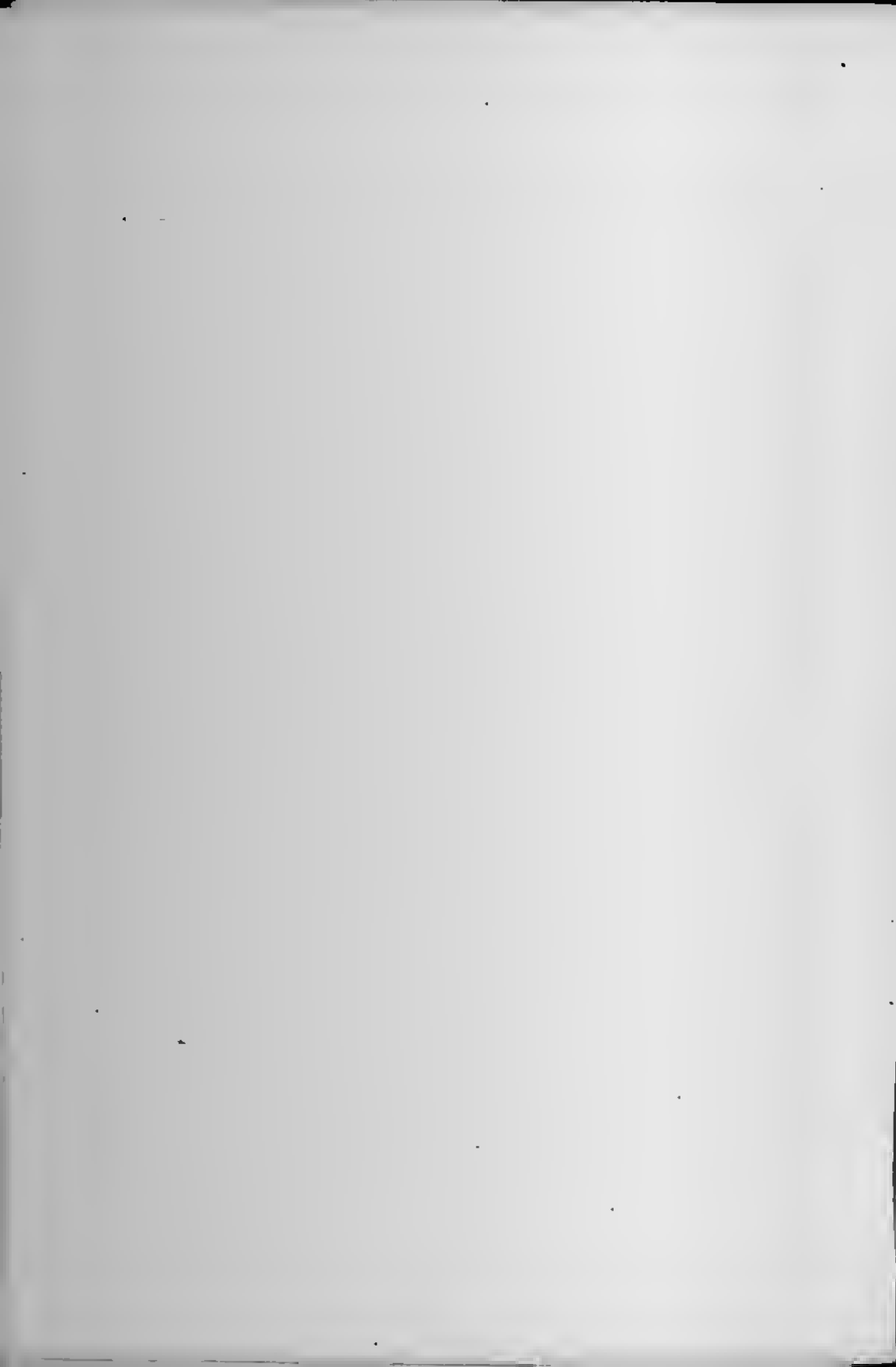
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# STATISTICS

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## SOUTHERN EXPRESS COMPANY.

### STATEMENT OF RECEIPTS AND EXPENSES ON INTRASTATE BUSINESS IN THE STATE OF FLORIDA, FOR THE YEAR ENDED JUNE 30th, 1912.

Receipts .....	\$685,916.06
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#### EXPENSES:

Transportation .....	\$359,625.79
Loss and Damage .....	13,028.39
General Salaries and Expenses..	27,795.17
General Expenses .....	6,962.13
Stationery and Supplies .....	12,721.59
Managers and Superintendents Salaries and Expenses .....	11,914.42
Route Agents Salaries and Ex- penses .....	9,096.53
Messengers salaries .....	36,689.89
Agents Salaries and Office Ex- penses .....	156,157.47
Agents Commissions on Intra- state Business .....	38,738.47
Property .....	3,162.49
Taxes .....	6,075.46— 681,967.80
 Gain .....	 \$ 3,948.26

#### STATE OF TENNESSEE COUNTY OF HAMILTON

Personally appeared before me, a Notary Public, in and for said State and County, J. F. Virgin, Auditor of Southern Express Company, who makes oath that the foregoing statement is true and correct to the best of his knowledge and belief.

(Signed) F. J. VIRGIN, Auditor.

#### SUBSCRIBED AND SWORN TO BEFORE ME

This 14th day of December, 1912.

(Signed) MARCUS SCHWARTZ, Notary Public.

(SEAL)

LIST OF TELEPHONE COMPANIES OPERATING IN THE STATE OF FLORIDA.

NAME OF COMPANY.	MANAGER.	ADDRESS.
The Apalachicola Elec. Light & Tel. Co.	J. P. C. Griggs.....	Apalachicola, Fla.
Apopka Telephone Co.....	H. H. Witherington.....	Apopka, Fla.
Arcadia Elec. Light, Ice & Tel. Co....	Edd Scott.....	Arcadia, Fla.
Barfield Telephone Line.....	Jonah Barfield.....	Blountstown, Fla.
Bonifay Telephone Co.....	C. A. Prim.....	Bonifay, Fla.
Brevard County Telephone Co.....	A. A. Buck.....	Cocon, Fla.
Carr Brothers Telephone Line.....	A. S. Carr.....	Hattiesburg, Miss.
Crescent Telephone Co.....	W. A. Wilcox.....	White Springs, Fla.
DeFuntak Springs Telephone Co.....	R. W. Starrs.....	DeFuntak Springs, Fla.
East Florida Telephone Co.....	E. E. Voyle.....	Gainesville, Fla.
Escambia Land & Mfg. Co.....	J. E. Pace.....	Pace, Fla.
Fleece Telephone Co.....	J. Orson Fleece.....	Wildwood, Fla.
Gilbert Telephone Line.....	E. M. Pridgeon.....	Buckhorn, Fla.
Gulf Telephone & Telegraph Co.....	C. E. Sudmall.....	Milton, Fla.
Gulf Telephone Co.....	W. A. Hendry.....	Perry, Fla.
Indian River Telephone Co.....	A. L. Shaw.....	Fort Pierce, Fla.
Kissimmee Telephone Co.....	C. A. Carson.....	Kissimmee, Fla.
Lake County Telephone Co.....	Otto Wettstein, Jr.....	Eustis, Fla.
Lake Butler Telephone Co.....	J. P. Tomlission.....	Lake Butler, Fla.
Lee County Telephone Co.....	G. M. Heltman.....	Fort Myers, Fla.
Leesburg Telephone Co.....	P. M. Buttler.....	Leesburg, Fla.
Live Oak Telephone Co.....	G. A. Lyon.....	Live Oak, Fla.
Mayo Telephone Exchange.....	O. B. Dees.....	Mayo, Fla.
Marianna Telephone Exchange.....	W. H. Milton.....	Marianna, Fla.
Meyrick Telephone Line.....	J. C. Meyrick.....	Punta Gorda, Fla.
Miami Telephone Co.....	C. M. Terrell.....	Miami, Fla.
Mt. Dora Telephone Co.....	M. V. Simpson.....	Mt. Dora, Fla.

New Smyrna Telephone Co.....	J. H. Wheeler.....	New Smyrna, Fla.
Ocala Telephone Co.....	W. S. Bullock.....	Ocala, Fla.
Orlando Telephone Co.....	R. R. Reynolds.....	Orlando, Fla.
Osceola Telephone Co.....	T. M. Murphy.....	Kissimmee, Fla.
Palatka Telephone Co.....	Geo. E. Gay.....	Palatka, Fla.
Peninsular Telephone Co.....	W. G. Brorein.....	Tampa, Fla.
Sanford Telephone Co.....	Geo. H. Fernald.....	Sanford, Fla.
Southern Bell Tel. & Tel. Co.....	R. L. Boyd.....	Jacksonville, Fla.
Southern Tel. & Construction Co.....	W. L. Moore.....	Tallahassee, Fla.
Starke Telephone Exchange.....	J. L. Warren.....	Starke, Fla.
Trenton Telephone Association.....	W. E. Bell.....	Trenton, Fla.
Tropical Telephone Co.....	A. L. Shaw.....	Fort Pierce, Fla.
West Coast Telephone Co.....	H. R. Frazee.....	St. Petersburg, Fla.

#### TELEGRAPH LINES.

Western Union Telegraph Co.....	L. J. Maxwell District Supt.....	Jacksonville, Fla.
Postal Telegraph-Cable Co.....	G. W. Ribble, Superintendent.....	Atlanta, Ga.

# OFFICIAL NAMES AND LOCATION OF GENERAL OFFICES OF RAILROADS OPERATING IN FLORIDA.

OFFICIAL NAME OF COMPANY.	LOCATION OF GENERAL OFFICES.
Apalachicola Northern Railroad Co.....	Port St. Joe.....Fla.
Atlanta and St. Andrews Bay Railway Co.....	Dothan.....Ala.
Atlantic Coast Line Railroad Co.....	Wilmington.....N. C.
Birmingham, Columbus and St. Andrews Railroad Co.....	Chipley.....Fla.
Charlotte Harbor and Northern Railway Co.....	Boca Grande.....Fla.
Fellsmere Railroad Co.....	Fellsmere.....Fla.
Florida Central Railroad Co.....	Thomasville.....Ga.
Florida, Alabama and Gulf Railroad Co.....	Falco.....Ala.
Florida East Coast Railway Co.....	St. Augustine.....Fla.
Florida Railway Co.....	Live Oak.....Fla.
Georgia, Florida and Alabama Railway Co.....	Bainbridge.....Ga.
Georgia and Florida Railway Co.....	Augusta.....Ga.
Georgia Southern and Florida Railway Co.....	Macon.....Ga.
Greenville Southern Railway Co.....	Ashburn.....Ga.
Gulf, Florida & Alabama Railway Co.....	Pensacola.....Fla.
Jacksonville Terminal Co.....	Jacksonville.....Fla.
Lake Hancock and Clermont Railroad Co.....	Carters.....Fla.
Live Oak, Perry and Gulf Railroad Co.....	Live Oak.....Fla.
Louisville and Nashville Railroad Co.....	Louisville.....Ky.
Madison Southern Railroad Co.....	Madison.....Fla.
Marlanna and Blountstown Railroad Co.....	Marlanna.....Fla.
Ocala Northern Railroad Co.....	Ocala.....Fla.
Ocala and Southwestern Railroad Co.....	Ocala.....Fla.
Pensacola, Alabama and Tennessee Railroad Co.....	Pensacola.....Fla.
Pensacola and Perdido Railroad Co.....	Pensacola.....Fla.
Seaboard Air Line Railway Co.....	Portsmouth.....Va.
South Georgia Railway Co.....	Quitman.....Ga.

St. Johns River Terminal Co.....	Macon .....	Ga.
Sanford and Everglades Railroad Co.....	Sanford .....	Fla.
Standard and Hernando Railroad Co.....	Rockwell .....	Fla.
Tampa and Gulf Coast Railway Co.....	Tampa .....	Fla.
Tampa and Jacksonville Railway Co.....	Gainesville .....	Fla.
Tampa Northern Railroad Co.....	Tampa .....	Fla.
Tavares and Gulf Railroad Co.....	Tavares .....	Fla.
Woodville Railroad Co.....	Woodville .....	Fla.

MILEAGE OF RAILROADS IN FLORIDA JUNE 30, 1912.

NAME OF COMPANY.	LINE OWNED.				Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, etc.	Line Oper'd Under Track-age Rights.	Total Mileage Operated. All Tracks.	New Line Constructed During Year.
	Miles of Main Line.	Miles of Second Track.	Miles Yard Track and Sidings.	Miles of Branches and Spurs.						
Apalachicola Northern .....	102.00	.....	7.30	.....	.....	.....	.....	.....	109.30	.....
Atlanta & St. Andrews Bay.....	66.00	.....	2.00	.....	.....	.....	.....	.....	68.00	.....
Atlantic Coast Line.....	877.87	36.58	271.92	640.38	.....	.....	.....	34.37	1,861.12	56.07
Birmingham, Columbus & St. Andrews	19.25	.....	.....	.....	.....	.....	18.75	.....	38.00	.....
Charlotte Harbor & Northern.....	96.44	.....	10.63	6.41	.....	.....	.....	1.25	114.73	1.77
Fellsmere Railroad .....	9.83	.....	.04	.....	.....	.....	.....	.....	9.87	.....
Florida, Alabama & Gulf.....	20.50	.....	.....	1.00	.....	.....	.....	.....	21.50	.....
Florida Central .....	33.83	.....	1.30	.....	.....	.....	.....	.....	35.13	.06
Florida East Coast.....	522.00	.....	109.85	114.63	.....	5.00	.....	.79	752.27	53.16
Florida Railway .....	52.00	.....	2.00	7.00	.....	.....	.....	.....	61.00	.....
Georgia & Florida.....	13.66	.....	1.11	.....	.....	.....	.....	.....	14.77	.....
Georgia, Florida & Alabama.....	73.07	.....	8.28	11.23	.....	.....	.....	.....	92.58	.....
Georgia Southern & Florida.....	152.36	.....	21.93	.....	.....	.....	.....	3.39	177.68	.....
Jacksonville Terminal Co. ....	4.83	.....	26.33	.....	.....	.....	.....	.....	31.16	.....
Live Oak, Perry & Gulf.....	62.85	.....	3.18	18.16	.....	.....	.....	.....	84.18	.....
Louisville & Nashville .....	216.74	2.32	56.25	28.70	.....	.....	.....	1.04	305.05	.....
Madison Southern .....	6.70	.....	.30	.....	.....	.....	.....	.....	7.00	.....
Marlanna & Blountstown.....	28.56	.....	.99	.....	.....	.....	.....	.....	29.55	.....
Ocala Northern .....	45.50	.....	.75	.....	.....	2.00	.....	5.78	54.03	25.00
Ocala & Southwestern.....	6.00	.....	.....	.....	.....	.....	6.00	11.00	23.00	.....
Pensacola, Alabama & Tennessee....	15.30	.....	.75	.....	.....	.....	.....	.....	16.05	.....
Pensacola & Perdido.....	3.00	.....	2.65	.....	.....	.....	.....	.....	10.65	.....

Seaboard Air Line .....	939.40	.....	206.83	26.69	.....	.....	1.46	.....	1,174.38	25.06
St. Johns River Terminal Co. ....	11.28	.....	20.55	.....	.....	.....	.....	.....	31.83	.....
South Georgia .....	12.41	.....	1.50	.....	.....	26.00	.....	5.00	44.91	.....
Sanford & Everglades.....	10.00	.....	.70	.....	.....	.....	.....	1.25	11.95	.....
Standard & Hernando .....	25.80	.....	10.22	7.29	.....	.....	.....	.....	44.31	.....
Tallahassee & Gulf .....	9.00	.....	.....	4.00	.....	.....	.....	.....	13.00	.....
Tampa & Gulf Coast.....	21.50	.....	1.00	.....	.....	.....	.....	.....	22.50	.....
Tampa & Jacksonville.....	56.00	.....	2.00	.....	.....	.....	.....	.....	58.00	.....
Tampa Northern .....	45.95	.....	11.14	12.30	.....	.....	.....	.....	69.39	.....
Tavares & Gulf.....	31.64	.....	1.32	.....	.....	.....	.....	3.39	36.35	.....
Total .....	3,596.27	38.90	782.82	877.78	.....	33.00	26.21	67.26	5,423.24	161.11



# OPERATING REVENUES FOR THE YEAR ENDING JUNE 30, 1912.

NAME OF COMPANY.	Freight Revenue	Passenger Revenue	Excess Baggage Revenue	Parlor and Chair Car Revenue	Mail Revenue
Apalachicola Northern .....	\$ 148,756.74	\$ 68,100.43	\$ 505.06	\$ .....	\$ 4,292.04
*Atlanta & St. Andrews Bay .....	101,129.04	94,672.88	450.00	.....	3,513.00
Atlantic Coast Line .....	4,951,103.30	2,400,867.65	28,638.76	.....	152,267.43
Birmingham, Columbus & St. Andrews .....	15,573.41	7,416.02	33.95	.....	.....
Charlotte Harbor & Northern .....	225,280.47	34,610.83	116.18	.....	3,071.07
Fellsmere Railroad .....	5,460.22	2,302.43	.....	.....	366.05
*Florida, Alabama & Gulf .....	33,009.37	5,640.95	4.45	.....	326.00
Florida Central .....	23,117.92	3,892.12	21.59	.....	850.08
Florida East Coast .....	2,108,732.60	1,700,017.20	17,795.44	.....	101,965.95
Florida Railway .....	20,822.58	23,102.85	137.43	.....	2,131.08
Georgia & Florida .....	18,822.92	8,940.44	50.42	54.37	382.34
Georgia, Florida & Alabama .....	152,705.07	72,026.88	826.54	.....	7,102.77
Georgia Southern & Florida .....	246,023.58	133,201.37	1,351.21	.....	15,504.49
Jacksonville Terminal Co. ....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf .....	79,463.40	13,512.74	37.21	.....	2,707.36
Lonsville & Nashville .....	1,212,906.28	546,472.07	8,143.95	2,575.75	24,865.97
Mallison Southern .....	7,581.29	.....	.....	.....	.....
Marianna & Mountstown .....	27,186.93	14,428.20	206.64	.....	1,152.00
Ocala Northern .....	43,486.52	22,525.08	.....	.....	538.40
Ocala & Southwestern .....	29,608.99	.....	.....	.....	.....
Pensacola, Alabama & Tennessee .....	22,080.82	208.00	.....	.....	.....
Pensacola & Perdido .....	30,489.14	1,866.55	.....	.....	370.21
Seaboard Air Line .....	3,197,326.91	1,577,838.12	17,067.11	8,444.10	16,430.20
St. Johns River Terminal Co. ....	.....	.....	.....	.....	.....
South Georgia .....	37,035.04	28,739.04	139.00	.....	2,241.60
Sanford & Everglades .....	15,410.53	.....	.....	.....	.....
Standard & Hernando .....	105,158.91	2,027.25	.....	.....	443.01
Tallahassee & Gulf .....	18,599.85	.....	.....	.....	.....
Tampa & Gulf Coast .....	20,746.68	10,185.29	44.96	.....	700.01
Tampa & Jacksonville .....	67,477.23	7,014.51	26.82	.....	872.00
Tampa Northern .....	114,627.47	35,847.91	92.95	.....	2,078.12
Tavares & Gulf .....	21,244.22	1,245.22	.....	.....	1,146.79

\*Entire Line.

OPERATING REVENUES FOR THE YEAR ENDING JUNE 30, 1912—Continued.

NAME OF COMPANY.	Express Revenue	Other Passenger Train Revenue	Switching, Special Train Service and Miscella- neous Revenue	Revenue from Operations Other than Transportation	Total Operating Revenue
Apalachicola Northern .....	\$ 5,702.06	\$ .....	\$ 131.00	\$ 9,187.04	\$ 236,475.19
*Atlanta & St. Andrews Bay.....	3,716.00	.....	500.00	5,305.37	209,286.29
Atlantic Coast Line.....	389,893.53	15,786.48	76,275.75	89,814.64	8,115,647.34
Birmingham, Columbus & St. Andrews.....	.....	.....	.....	65.50	23,091.48
Charlotte Harbor & Northern.....	3,098.83	.....	4,773.11	153,090.77	424,947.26
Fellsmere Railroad .....	.....	.....	.....	.....	8,135.00
*Florida, Alabama & Gulf.....	.....	.....	.....	3,097.96	48,048.73
Florida Central .....	42.79	.....	65.00	364.11	28,353.61
Florida East Coast.....	392,000.84	15,589.51	57,377.40	94,748.68	4,450,327.68
Florida Railway .....	2,553.48	.....	119.00	553.48	49,479.90
Georgia & Florida.....	276.82	.....	334.37	466.02	29,330.80
Georgia, Florida & Alabama.....	6,687.40	1,622.27	1,029.30	4,080.09	245,630.23
Georgia Southern & Florida.....	25,915.14	582.34	278.50	49,514.94	471,471.57
Jacksonville Terminal Co.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf.....	420.00	.....	151.00	3,011.17	10,302.97
Louisville & Nashville .....	52,870.05	291.70	16,174.24	45,232.82	1,009,653.43
Madison Southern .....	.....	.....	6,036.50	.....	17,517.79
Marianna & Blountstown .....	.....	.....	1,000.00	631.04	44,696.81
Ocala Northern .....	510.24	20.00	.....	.....	67,680.30
Ocala & Southwestern .....	.....	.....	130.00	.....	29,738.99
Pensacola, Alabama & Tennessee.....	.....	.....	.....	350.78	22,639.66
Pensacola & Perdido .....	.....	.....	.....	3,128.23	35,854.13
Seaboard Air Line .....	179,629.91	574.42	71,082.69	377,834.39	5,497,226.95
St. Johns River Terminal Co.....	.....	.....	54,922.00	6,516.16	61,438.16
South Georgia .....	1,152.67	.....	438.50	6,919.21	77,265.66
Sanford & Everglades .....	.....	.....	.....	262.28	15,702.81
Standard & Hernando .....	.....	.....	.....	.....	107,629.17
Tallahassee & Gulf .....	.....	.....	.....	.....	18,599.85
Tampa & Gulf Coast.....	129.68	.....	.....	4.50	31,872.02
Tampa & Jacksonville .....	4,710.38	.....	1,316.00	222.75	82,533.78
Tampa Northern .....	859.55	.....	1,439.00	7,254.09	162,149.06
Tavares & Gulf .....	719.32	.....	.....	.....	24,355.55

\*Entire Line.

OPERATING EXPENSES FOR THE YEAR ENDING JUNE 30, 1912.

NAME OF COMPANY.	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses
Apalachicola Northern .....	\$ 43,885.14	\$ 23,881.13	\$ 3,494.90	\$ 65,295.51
*Atlanta & St. Andrews Bay.....	36,623.24	25,467.86	3,114.35	42,507.29
Atlantic Coast Line .....	1,034,641.66	1,220,179.47	137,973.58	2,835,562.33
Birmingham, Columbus & St. Andrews.....	19,544.15	2,183.17	93.85	7,119.34
Charlotte Harbor & Northern.....	132,675.59	47,758.13	5,819.35	143,839.52
Fellsmere Railroad .....	4,876.54	2,749.42	.....	8,497.04
*Florida, Alabama & Gulf.....	5,043.97	.....	.....	11,713.37
Florida Central .....	10,776.25	2,720.23	2,025.50	7,902.08
Florida East Coast.....	695,835.66	588,595.11	83,775.47	1,618,490.65
Florida Railway .....	20,357.25	7,365.89	2,370.72	19,810.64
Georgia & Florida.....	5,058.48	4,118.13	1,367.08	13,328.50
Georgia, Florida & Alabama.....	42,108.57	40,232.45	7,172.04	96,470.76
Georgia Southern & Florida.....	82,314.95	111,109.09	23,189.54	255,958.63
Jacksonville Terminal Company.....	40,678.33	22,933.11	.....	96,954.00
Live Oak, Perry & Gulf.....	25,904.19	25,730.27	2,219.02	32,885.05
Louisville & Nashville.....	434,437.67	254,288.28	38,914.89	629,248.10
Madison Southern .....	59.00	4,053.13	600.00	8,223.42
Marlana & Blountstown.....	10,477.09	5,944.00	58.09	10,612.64
Ocala Northern .....	7,345.15	1,207.76	979.05	15,930.71
Ocala & Southwestern.....	5,278.52	4,857.41	1,220.70	5,109.11
Pensacola, Alabama & Tennessee.....	2,562.82	727.68	.....	5,441.12
Pensacola & Perdido.....	4,246.47	1,394.31	.....	5,681.48
Seaboard Air Line.....	931,167.53	1,009,204.18	224,800.43	1,888,361.12
St. Johns River Terminal Company.....	21,789.96	6,444.51	.....	112,477.64
South Georgia .....	18,141.21	12,145.80	2,162.05	25,868.08
Sanford & Everglades.....	1,501.59	977.94	36.90	6,393.02
Standard & Hernando.....	26,963.42	34,777.56	.....	32,555.79
Tallahassee & Gulf.....	5,049.73	279.40	.....	6,556.42
Tampa & Gulf Coast.....	6,000.97	2,913.05	1,139.53	9,296.50
Tampa & Jacksonville.....	13,508.60	9,872.36	1,881.95	27,447.38
Tampa Northern .....	33,598.38	27,243.27	1,978.32	45,230.39
Tavres & Gulf.....	14,652.02	1,519.27	360.00	11,518.99

\*Entire Line.

OPERATING EXPENSES FOR THE YEAR ENDING JUNE 30, 1912—Continued.

NAME OF COMPANY.	General Expenses	Total Operating Expenses	Ratio of Operating Expenses to Operating Revenue per cent.
Apalachicola Northern .....	\$ 16,116.10	\$ 152,672.78	64.56
*Atlanta & St. Andrews Bay .....	16,571.38	124,284.12	59.38
Atlantic Coast Line .....	220,699.35	5,469,056.39	67.39
Birmingham, Columbus & St. Andrews .....	7,845.32	27,785.83	120.33
Charlotte Harbor & Northern .....	22,209.59	352,392.18	82.93
Fellsmere Railroad .....	175.84	16,298.84	200.03
*Florida, Alabama & Gulf .....	742.00	17,499.43	36.40
Florida Central .....	4,147.57	27,571.63	75.81
Florida East Coast .....	130,384.17	3,117,081.06	70.33
Florida Railway .....	5,769.80	55,674.30	115.14
Georgia & Florida .....	2,529.59	26,491.78	89.99
Georgia, Florida & Alabama .....	22,867.30	208,851.12	85.23
Georgia Southern & Florida .....	26,994.28	499,566.49	105.95
Jacksonville Terminal Company .....	15,926.00	176,491.44	.....
Live Oak, Perry & Gulf .....	7,674.76	94,422.29	95.09
Louisville & Nashville .....	38,808.71	1,395,697.65	73.09
Madison Southern .....	507.29	13,442.84	76.74
Marlanna & Blountstown .....	4,215.98	31,307.80	70.19
Ocala Northern .....	7,205.03	32,667.70	48.
Ocala & Southwestern .....	6,208.18	22,673.92	76.68
Pensacola, Alabama & Tennessee .....	2,737.74	11,469.36	50.66
Pensacola & Perdido .....	2,829.19	14,151.45	39.47
Seaboard Air Line .....	214,895.21	4,278,428.47	77.83
St. Johns River Terminal Company .....	3,472.64	144,184.74	.....
South Georgia .....	6,227.01	64,544.75	60.38
Sanford & Everglades .....	783.85	9,693.30	61.73
Standard & Hernando .....	2,109.93	96,406.70	89.58
Tallahassee & Gulf .....	.....	11,885.55	.....
Tampa & Gulf Coast .....	5,678.93	25,020.01	.....
Tampa & Jacksonville .....	4,465.20	57,175.49	69.25
Tampa Northern .....	10,897.83	118,948.19	73.33
Tavares & Gulf .....	4,252.59	32,303.77	132.63

\*Entire Line.

# CAPITAL STOCK AND FUNDED DEBT JUNE 30, 1912.

NAME OF COMPANY.	Miles Covered by Figures.	CAPITAL STOCK.			
		Total Par Value Outstanding.	Assignment.		
			To Railways.	To Other Properties.	Am't per Mile of Line
Apalachicola Northern .....	102.02	\$ 3,000,000	\$ 1,800,000	\$ 1,200,000	\$ 17,647.00
Allanta & St. Andrews Bay.....	82.00	300,000	300,000		3,658.00
Atlantic Coast Line.....	1,441.11	58,943,700	58,943,700		40,291.00
Birmingham, Columbus & St. Andrews.....					
Charlotte Harbor & Northern.....	106.78	2,000,000	2,000,000		18,730.00
Fellsmere Railroad .....					
Florida, Alabama & Gulf.....	25.50	150,000			5,882.00
Florida Central .....	47.10	50,000	50,000		1,061.00
Florida East Coast.....	1,311.63	5,000,000	5,000,000		7,854.00
Florida Railway .....	58.20	1,100,000	1,100,000		20,000.00
Georgia & Florida.....	322.60	8,750,000	8,750,000		27,123.00
Georgia, Florida & Alabama.....	102.13	450,000	450,000		2,342.00
Georgia Southern & Florida.....	291.61	3,708,000	3,708,000		9,622.00
Jacksonville Terminal Company.....		200,000	200,000		
Live Oak, Perry & Gulf.....	81.00	100,000	100,000		7,497.00
Louisville & Nashville.....	4,452.71	10,000,000	10,000,000		13,475.00
Madison Southern .....	43.70	50,000	50,000		7,402.00
Marionna & Blountstown.....	28.50	120,000	120,000		4,201.00
Ocala Northern .....	45.50	300,000	300,000		8,751.00
Ocala & Southwestern.....	6.00	25,000	25,000		4,166.00
Pensacola, Alabama & Tennessee.....	15.30	100,000			6,536.00
Pensacola & Perdido .....	10.05	125,000			11,737.00
Seaboard Air Line .....	3,004.53	62,510,000	62,510,000		20,807.00
St. Johns River Terminal Company.....		100,000	100,000		
South Georgia .....	51.00	58,000	58,000		1,137.00
Sanford & Everglades.....	10.00	50,000	50,000		5,000.00
Standard & Hernando.....	34.00	300,000	300,000		8,800.00
Tallahassee & Gulf.....	13.00	10,000			769.00
Tampa & Gulf Coast.....	21.50	153,700	153,700		7,148.00
Tampa & Jacksonville.....	56.00	591,900	591,900		10,569.00
Tampa Northern .....	58.25	750,000	750,000		12,875.00
Tavares & Gulf.....	31.64	250,000	250,000		7,901.00

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CAPITAL STOCK AND FUNDED DEBT JUNE 30, 1912—Continued.

14-R.R.C.

RAILROADS REPORTING.	FUNDED DEBT.				Total Amount Outstandi'g	Total Amount Per Mile for Road Owned
	Total Par Value Outstandi'g	Assignment.				
		To Railways.	To Other Properties.	Am't per Mile of Line		
Apalachicola Northern .....	\$ 2,018,800	\$ 1,218,800	\$ 800,000	\$ 11,650.00	\$ 5,018,800	\$ 29,297.00
Atlanta & St. Andrews Bay.....	850,000	850,000	.....	10,365.00	1,150,000	14,024.00
Atlantic Coast Line.....	145,294,790	145,294,790	.....	32,679.00	204,238,490	45,936.00
Birmingham, Columbus & St. Andrews.....	.....	.....	.....	.....	.....	.....
Charlotte Harbor & Northern.....	.....	.....	.....	.....	2,000,000	18,730.00
Felismere Railroad .....	.....	.....	.....	.....	.....	.....
Florida, Alabama & Gulf.....	160,000	.....	.....	6,675.00	310,000	12,157.00
Florida Central .....	500,000	500,000	.....	10,615.00	550,000	11,676.00
Florida East Coast.....	31,000,000	31,000,000	.....	48,694.00	36,000,000	56,548.00
Florida Railway .....	1,189,965	1,189,965	.....	20,000.00	2,355,965	40,000.00
Georgia & Florida.....	8,571,917	8,571,917	.....	26,571.00	17,321,917	53,694.00
Georgia, Florida & Alabama.....	2,113,000	2,113,000	.....	10,998.00	2,563,000	13,340.00
Georgia Southern & Florida.....	7,187,000	7,187,000	.....	18,352.00	10,955,000	27,974.00
Jacksonville Terminal Company.....	500,000	500,000	.....	.....	700,000	.....
Live Oak, Perry & Gulf.....	727,200	727,200	.....	8,978.00	1,327,200	10,385.00
Louisville & Nashville.....	155,220,157	155,220,157	.....	34,860.00	215,220,157	48,335.00
Madison Southern .....	.....	.....	.....	.....	50,000	7,462.00
Marianna & Blountstown.....	200,000	200,000	.....	7,002.00	320,000	11,203.00
Ocala Northern .....	155,000	155,000	.....	3,406.00	545,000	11,978.00
Ocala & Southwestern.....	.....	.....	.....	.....	25,000	4,166.00
Pensacola, Alabama & Tennessee.....	100,000	.....	.....	6,536.00	200,000	13,072.00
Pensacola & Perdido.....	300,000	.....	.....	28,169.00	425,000	30,906.00
Seaboard Air Line.....	134,365,000	134,365,000	.....	44,721.00	196,881,000	65,528.00
St. Johns River Terminal Company.....	1,200,000	1,200,000	.....	.....	1,300,000	.....
South Georgia .....	204,000	204,000	.....	4,000.00	262,000	5,137.00
Sanford & Everglades.....	100,000	100,000	.....	10,000.00	150,000	15,000.00
Standard & Hernando.....	.....	.....	.....	.....	300,000	8,800.00
Tallahassee & Gulf.....	.....	.....	.....	.....	10,000	769.00
Tampa & Gulf Coast.....	32,000	32,000	.....	1,488.00	185,000	8,036.00
Tampa & Jacksonville.....	560,000	560,000	.....	10,000.00	1,151,900	20,509.00
Tampa Northern .....	1,458,000	1,458,000	.....	25,030.00	2,208,000	37,905.00
Tavares & Gulf .....	299,000	299,000	.....	9,450.00	549,000	17,351.00

COMPARISON OF OPERATING REVENUES AND EXPENSES FOR THE TWO YEARS ENDING RESPECTIVELY JUNE 30, 1911, AND JUNE 30, 1912.

NAME OF COMPANY.	OPERATING REVENUE.			
	Year Ending June 30, 1911.	Year Ending June 30, 1912.	Increase for Latter Year.	Decrease for Latter Year.
Apalachicola Northern .....	\$ 184,003.01	\$ 236,476.19	\$ 52,472.18	\$.....
Atlanta & St. Andrews Bay.....	179,805.40	209,286.20	29,480.80	.....
Atlantic Coast Line.....	7,600,710.29	8,115,047.34	514,337.05	.....
Birmingham, Columbus & St. Andrews.....	.....	23,091.48	.....	.....
Charlotte Harbor & Northern.....	148,844.92	424,947.26	276,102.34	.....
Fellsmere Railroad .....	.....	8,135.60	.....	.....
Florida, Alabama & Gulf.....	.....	48,648.73	.....	.....
Florida Central .....	24,244.43	28,353.61	4,109.18	.....
Florida East Coast.....	4,183,384.80	4,459,327.68	275,942.88	.....
Florida Railway .....	52,128.64	49,479.90	.....	2,648.74
Georgia & Florida.....	29,184.35	29,336.80	152.45	.....
Georgia, Florida & Alabama.....	211,418.29	245,030.23	33,611.94	.....
Georgia Southern & Florida.....	493,218.39	471,471.57	.....	21,747.82
Jacksonville Terminal Company.....	.....	.....	.....	.....
Live Oak, Perry & Gulf.....	102,724.29	99,302.97	.....	3,421.32
Louisville & Nashville.....	1,735,234.99	1,909,653.43	174,418.44	.....
Madison Southern .....	.....	17,517.79	.....	.....
Marianna & Blountstown.....	33,821.92	44,606.81	10,784.89	.....
Ocala Northern .....	77,178.14	67,080.30	.....	10,097.84
Ocala & Southwestern.....	26,275.12	29,738.99	3,463.87	.....
Pensacola, Alabama & Tennessee.....	17,807.42	22,639.60	5,332.18	.....
Pensacola & Perdido.....	30,065.07	35,854.13	5,789.06	.....
Seaboard Air Line.....	5,438,601.07	5,497,226.95	58,625.88	.....
St. Johns River Terminal Company.....	.....	61,438.16	.....	.....
South Georgia .....	80,771.47	77,265.66	.....	3,505.81
Sanford & Everglades.....	15,354.58	15,702.81	348.23	.....
Standard & Hernando.....	102,699.68	107,629.17	4,929.49	.....
Tallahassee & Gulf.....	.....	18,599.85	.....	.....
Tampa & Gulf Coast.....	35,606.43	31,872.02	.....	3,734.41
Tampa & Jacksonville.....	94,668.56	82,533.78	.....	12,134.78
Tampa Northern .....	143,850.88	162,199.09	18,348.21	.....
Tavares & Gulf.....	25,072.14	24,355.55	.....	716.59

COMPARISON OF OPERATING REVENUES AND EXPENSES FOR THE TWO YEARS ENDING RESPECTIVELY JUNE 30, 1911, AND JUNE 30, 1912—Continued.

NAME OF COMPANY.	OPERATING EXPENSES.			
	Year Ending June 30, 1911.	Year Ending June 30, 1912.	Increase for Latter Year.	Decrease for Latter Year.
Apalachicola Northern .....	\$ 131,455.21	\$ 152,672.78	\$ 21,217.57	\$ .
Atlanta & St. Andrews Bay.....	111,878.18	124,284.12	12,405.96	
Atlantic Coast Line.....	4,913,589.03	5,469,056.39	555,467.36	
Birmingham, Columbus & St. Andrews.....		27,785.83		
Charlotte Harbor & Northern.....	164,889.93	352,392.18	187,502.25	
Fellsmere Railroad .....		16,298.84		
Florida, Alabama & Gulf.....		17,499.43		
Florida Central .....	21,998.04	27,571.03	5,573.59	
Florida East Coast.....	2,603,710.19	3,117,081.06	513,370.87	
Florida Railway .....	45,464.49	55,674.30	10,209.81	
Georgia & Florida.....	23,645.05	26,401.78	2,756.73	
Georgia, Florida & Alabama.....	172,831.24	208,851.12	36,019.88	
Georgia Southern & Florida.....	540,271.97	499,566.40		40,705.48
Jacksonville Terminal Company.....	166,481.52	176,491.44	10,009.92	
Live Oak, Perry & Gulf.....	86,896.21	94,422.29	7,526.08	
Louisville & Nashville.....	1,340,352.80	1,395,697.05	55,344.85	
Madison Southern .....		13,442.84		
Marianna & Blountstown.....	22,231.61	31,307.80	9,076.19	
Ocala Northern .....	15,703.67	32,067.70	16,364.03	
Ocala & Southwestern.....	17,056.36	22,673.92	5,617.56	
Pensacola, Alabama & Tennessee.....	10,394.17	11,469.36	1,075.19	
Pensacola & Perdido.....	12,748.56	14,151.45	1,402.89	
Seaboard Air Line.....	3,787,933.96	4,278,428.47	490,494.51	
St. Johns River Terminal Company.....	141,458.46	144,184.74	2,726.28	
South Georgia .....	60,475.01	64,544.75	4,069.74	
Sanford & Everglades.....	8,763.90	9,693.30	929.40	
Standard & Hernando.....	79,868.12	96,400.70	16,532.58	
Tallahassee & Gulf.....		11,885.55		
Tampa & Gulf Coast.....	26,694.44	25,029.04		1,665.40
Tampa & Jacksonville.....	59,448.98	57,175.49		2,273.49
Tampa Northern .....	100,904.12	118,948.19	18,044.07	
Tavares & Gulf.....	25,944.50	32,303.77	6,359.27	



**EXPENDITURES FOR NEW LINES OR EXTENSIONS AND ADDITIONS AND BETTERMENTS JULY 1, 1907,  
TO JUNE 30, 1912.**

NAME OF COMPANY.	EXPENDITURES FOR ROAD.			
	New Lines or Extensions for Year Ending June 30, 1911.	Additions and Betterments for Year Ending June 30, 1912.	Total Expendi- tures, July 1, '07, June 30, 1911.	Total Expendi- tures, July 1, '07, to June 30, 1912
Apalachicola Northern .....	\$.....	\$ 49,484.00	\$4,819,738.21	\$ 4,869,222.30
Atlanta & St. Andrews Bay.....	.....	14,553.88	1,211,533.60	1,226,087.48
*Atlantic Coast Line.....	877,437.05	1,785,582.74	8,476,372.80	10,632,302.65
Birmingham, Columbus & St. Andrews.....	.....	.....	.....	.....
Charlotte Harbor & Northern.....	.....	383,148.60	738,008.04	1,121,156.73
Fellsmere Railroad .....	.....	.....	.....	.....
Florida, Alabama & Gulf.....	150,000.00	17,679.22	.....	167,679.22
Florida Central .....	.....	742.90	540,648.01	541,391.81
Florida East Coast.....	5,302,741.44	519,749.01	14,680,508.03	20,502,998.48
Florida Railway .....	18,055.28	1,088.25	293,894.07	313,037.60
Georgia & Florida .....	29,332.68	56,747.73	14,478,820.58	14,504,900.99
*Georgia, Florida & Alabama.....	.....	32,736.17	584,876.31	617,612.48
Georgia Southern & Florida.....	.....	207,410.10	365,234.38	572,644.48
Jacksonville Terminal Company.....	.....	95,383.90	100,700.14	196,084.04
Live Oak, Perry & Gulf.....	.....	9,546.85	39,106.46	48,653.31
*Louisville & Nashville.....	551,335.45	3,827,423.03	10,855,063.01	15,233,821.49
Madison Southern .....	.....	300.15	47,782.25	48,142.40
Marlana & Blountstown.....	2,255.62	.....	148,825.19	151,080.81
Ocala Northern .....	531,241.26	.....	.....	531,241.26
Ocala & Southwestern.....	.....	824.07	92,773.39	33,597.46
Pensacola, Alabama & Tennessee.....	.....	.....	.....	.....
Pensacola & Perdido.....	.....	1,131.29	.....	1,131.29
*Seaboard Air Line.....	264,980.32	1,666,193.69	21,602,005.28	23,623,179.29
St. Johns River Terminal Company.....	.....	2,560.02	30,239.44	32,799.46
South Georgia .....	.....	33,504.81	17,376.54	50,881.35
Sanford & Everglades.....	2,097.66	.....	65,618.11	68,615.77
Standard & Hernando.....	.....	5,000.00	125,774.39	130,774.39
Tallahassee & Gulf .....	.....	.....	.....	18,512.62
Tampa & Gulf Coast.....	828.63	3,731.50	175,959.77	180,519.90
Tampa & Jacksonville.....	2,515.67	3,602.28	124,721.51	130,839.46
Tampa Northern .....	40,135.70	.....	1,597,060.61	1,637,195.71
Tavares & Gulf.....	.....	937.62	.....	937.62

\*Entire Line.

EXPENDITURES FOR NEW LINES OR EXTENSIONS AND ADDITIONS AND BETTERMENTS JULY 1, 1907,  
TO JUNE 30, 1912—(Continued.)

NAME OF COMPANY.	Expenditures for Equipment July 1, 1907, to June 30, 1911.	General Expenditures, July 1, 1907, to June 30, 1912.	Total Expenditures, July 1, 1907, to June 30, 1912.
Apalachicola Northern .....	\$ 156,917.71	\$.....	\$ 5,026,140.01
Atlanta & St. Andrews Bay.....	163,169.12	290,478.94	1,679,735.54
*Atlantic Coast Line.....	7,635,777.22	259,931.50	18,528,101.37
Birmingham, Columbus & St. Andrews.....	4,280.00	.....	4,280.60
Charlotte Harbor & Northern.....	339,642.25	54,112.26	1,514,911.24
Fellsmere Railroad .....	.....	.....	.....
Florida, Alabama & Gulf.....	21,341.40	242.33	189,262.95
Florida Central .....	20,412.38	59,066.00	620,870.19
Florida East Coast.....	1,405,094.48	2,420,828.94	24,328,921.90
Florida Railway .....	3,060.26	650,223.99	966,921.85
Georgia & Florida .....	801,812.50	.....	15,366,713.49
*Georgia, Florida & Alabama.....	15,193.93	23,855.44	656,661.85
Georgia Southern & Florida.....	1,135,511.02	15,176.38	1,723,331.88
Jacksonville Terminal Company.....	11,153.36	2,352.17	209,589.57
Live Oak, Perry & Gulf.....	50,418.86	.....	99,072.17
*Louisville & Nashville.....	7,752,812.05	25,403.04	23,012,036.58
Madison Southern .....	15,952.57	.....	64,094.97
Marianna & Blountstown.....	16,303.80	4,181.17	171,565.78
Ocala Northern .....	38,758.74	.....	570,000.00
Ocala & Southwestern.....	10,717.37	479.08	44,793.91
Pensacola, Alabama & Tennessee.....	4,265.24	.....	4,265.24
Pensacola & Perdido.....	6,137.80	.....	7,269.09
*Seaboard Air Line.....	7,065,357.62	28,876.66	30,717,413.57
St. Johns River Terminal Company.....	35,517.48	9,000.00	77,316.94
South Georgia .....	41,002.80	.....	91,884.15
Sanford & Everglades.....	2,971.27	3,297.48	74,884.52
Standard & Hernando.....	48,843.51	.....	179,617.90
Tallahassee & Gulf .....	.....	352.54	18,865.16
Tampa & Gulf Coast.....	13,043.14	.....	193,563.04
Tampa & Jacksonville.....	21,589.41	385,292.00	537,720.87
Tampa Northern .....	312,046.18	190,605.10	2,130,846.99
Tavares & Gulf.....	.....	.....	937.62

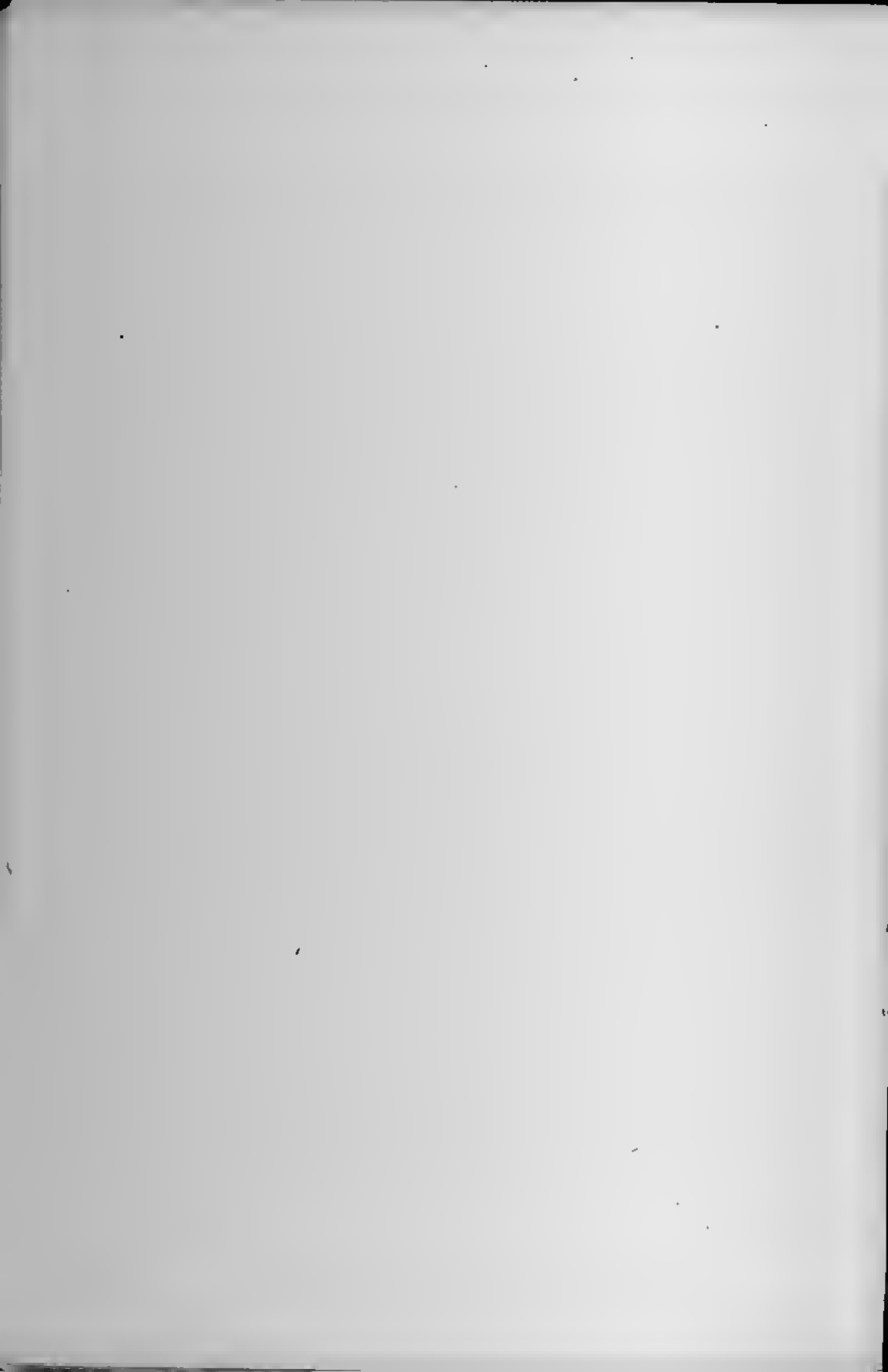
\*Entire Line.

**TOTAL INVESTMENT TO JUNE 30, 1912.**

RAILROADS REPORTING.	Investment to June 30, 1907.		Investment. July 1, 1907, to June 30, 1912.	Total.
	Road.	Equipment.		
Apalachicola Northern .....	\$.....	\$.....	\$ 5,026,140.01	\$ 5,026,140.01
Atlanta & St. Andrews Bay.....	1,159,008.48	113,899.86	116,348.26	1,389,256.60
Atlantic Coast Line.....	118,942,804.70	25,803,719.39	18,528,101.37	163,274,625.46
Birmingham, Columbus & St. Andrews...	.....	.....	.....	.....
Charlotte Harbor & Northern.....	2,517,980.97	53,157.92	1,514,911.24	4,086,050.13
Fellsmere Railroad .....	.....	.....	.....	.....
Florida, Alabama & Gulf.....	.....	.....	182,921.55	182,921.55
Florida Central .....	.....	.....	620,870.19	620,870.19
Florida East Coast.....	12,500,201.21	2,627,001.09	24,328,921.90	39,546,124.20
Florida Railway .....	364,603.12	32,180.08	966,921.85	1,363,705.05
Georgia & Florida.....	.....	.....	15,366,713.49	15,366,713.49
Georgia, Florida & Alabama.....	1,508,125.83	346,530.97	645,310.01	2,499,966.81
Georgia Southern & Florida.....	8,821,418.77	1,404,208.40	1,723,331.88	11,049,049.05
Jacksonville Terminal Company.....	538,869.21	25,212.70	209,589.57	773,671.48
Live Oak, Perry & Gulf.....	1,085,256.76	63,671.63	99,072.17	1,248,000.56
Louisville & Nashville.....	139,471,342.11	36,072,004.83	23,012,036.58	198,555,383.52
Madison Southern .....	.....	.....	.....	64,094.97
Marianna & Blountstown.....	.....	.....	171,565.78	171,565.78
Ocala Northern .....	.....	.....	.....	570,000.00
Ocala & Southwestern .....	.....	.....	44,793.91	44,793.91
Pensacola, Alabama & Tennessee.....	.....	.....	.....	122,400.00
Pensacola & Perdido.....	.....	.....	.....	120,000.00
Seaboard Air Line.....	113,979,006.41	12,213,660.89	30,717,413.57	156,910,170.87
St. Johns River Terminal Company.....	1,187,137.91	10,000.00	77,316.94	1,274,454.85
South Georgia .....	303,257.21	60,571.32	91,884.15	455,712.68
Sanford & Everglades. ....	.....	.....	74,884.52	74,884.52
Standard & Hernando.....	133,725.40	154,452.04	179,617.90	467,795.34
Tallahassee & Gulf.....	.....	.....	18,865.16	18,865.16
Tampa & Gulf Coast.....	.....	.....	.....	193,563.04
Tampa & Jacksonville.....	533,891.02	48,046.63	537,720.87	1,119,068.52
Tampa Northern .....	.....	.....	2,139,846.99	2,139,846.00
Tavares & Gulf.....	.....	550,178.90	22,237.03	572,415.93

TOTAL INVESTMENT TO JUNE 30, 1912—Continued.

NAME OF COMPANY.	Reserve for Accrued Depreciation.	Net Total.	Cost per Mile of Line.
Apalachicola Northern .....	\$ 3,817.90	\$ 5,022,322.06	\$ 49,228.80
Atlanta & St. Andrews Bay.....	.....	1,389,256.60	16,942.15
Atlantic Coast Line.....	8,477,578.85	154,797,046.61	34,816.29
Birmingham, Columbus & St. Andrews.....	.....	.....	.....
Charlotte Harbor & Northern.....	.....	4,080,050.13	38,266.06
Fellsmere Railroad .....	.....	.....	.....
Florida, Alabama & Gulf.....	.....	182,921.55	7,112.37
Florida Central .....	1,139.79	619,730.40	13,157.76
Florida East Coast.....	429,510.43	39,116,613.77	61,443.24
Florida Railway .....	2,271.41	1,361,433.64	8,045.61
Georgia & Florida.....	73,053.89	15,293,659.60	47,407.50
Georgia, Florida & Alabama.....	118,187.28	2,381,779.53	12,396.71
Georgia Southern & Florida.....	692,671.81	11,256,377.24	28,743.85
Jacksonville Terminal Company.....	6,739.88	766,931.60	.....
Live Oak, Perry & Gulf.....	28,822.44	1,219,178.12	15,051.58
Louisville & Nashville.....	21,130,891.69	177,424,491.83	43,205.03
Madison Southern .....	.....	64,094.97	9,566.41
Marianna & Blountstown.....	5,227.09	166,338.69	5,824.18
Ocala Northern .....	.....	570,000.00	12,527.47
Ocala & Southwestern .....	.....	44,793.91	7,466.65
Pensacola, Alabama & Tennessee.....	.....	122,400.00	8,000.00
Pensacola & Perdido.....	.....	120,000.00	15,000.00
Seaboard Air Line.....	1,389,532.65	155,520,638.22	51,762.05
St. Johns River Terminal Company.....	3,056.70	1,271,398.15	.....
South Georgia .....	22,970.22	432,742.46	8,485.14
Sanford & Everglades.....	.....	74,884.52	7,488.50
Standard & Hernando.....	67,323.85	400,466.49	11,747.33
Tallahassee & Gulf.....	.....	18,865.16	1,450.85
Tampa & Gulf Coast.....	199.99	193,363.05	8,993.51
Tampa & Jacksonville.....	7,370.00	1,112,288.52	19,862.29
Tampa Northern .....	27,108.46	2,112,738.53	36,270.13
Tavares & Gulf.....	.....	572,415.93	18,091.53



# ACCIDENTS DURING THE YEAR ENDING JUNE 30, 1912.

NAME OF COMPANY.	Accidents Resulting from the Movements of Trains, Locomotives or Cars.																										Accidents from Other Causes than Movements of Trains, Locomotives or Cars.						Total.		
	Railway Employees.																Passengers	Postal Clerks, Express Messengers, Pullman Employees, Etc.	Other Persons.				Employees Others Total.												
	Trainmen.		Switch Tenders, Crossing Tenders, Watchmen.	Stationmen.		Shopmen.		Trackmen.		Telegraph Employees		Other Employees		Total.		Tresspassing.			Not Tresspassing	Total.	Employees	Others.	Total.												
	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.								Killed.	Injured.	Killed.	Injured.	Killed.	Injured.							
Apalachicola Northern .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Atlanta & St. Andrews Bay.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Atlantic Coast Line.....	5	79	29	...	...	...	...	...	1	...	...	...	1	3	6	112	...	23	...	...	16	17	5	14	21	31	...	219	...	...	...	219	27	390	
Birmingham, Columbus & St. Andrews.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	1	...	...	...	1	...	...	...	...	1	1	3		
Charlotte Harbor & Northern.....	12	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	1	1	...	...	1	1	...	6	...	...	...	6	3	13	
Fellsmere Railroad.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...		
Florida, Alabama & Gulf.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Florida Central.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Florida East Coast.....	2	12	...	...	...	...	...	...	...	...	...	...	...	2	2	14	...	4	...	...	5	3	1	...	6	3	...	16	...	...	...	16	8	37	
Florida Railway.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Georgia & Florida.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Georgia, Florida & Alabama.....	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Georgia Southern & Florida.....	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	2	...		
Jacksonville Terminal Company.....	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3		
Live Oak, Perry & Gulf.....	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1		
Louisville & Nashville.....	...	33	...	...	1	1	...	...	...	...	...	...	...	3	1	37	...	1	...	1	11	...	8	1	19	...	34	...	...	...	34	2	92		
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#### ERRATA.

On page 135 \* shown opposite C. H. & N. Ry., Florida Ry., L. O. P. & G. R. R., F. A. & G. R. R., Gulf, Florida & Alabama R. R., L. H. & C. R. R., and Madison Southern R. R., should be eliminated. Star shown applies only to Tampa Northern Railway.